Saskatchewan
Highways and
Transportation

James W. Garner
Minister

1983 Saskatchewan Traffic Accident Facts

Quick Facts

84- 3596 /

1982		1983	% Change
34,570	Property damage only accidents ($200 +)	34,069	– 1.4
5,606	Personal injury accidents	5,603	– 0.1
190	Fatal accidents	183	– 3.9
40,366	Total reported accidents	39,855	– 3.1
66,500,000	Estimated property damage $	69,000,000	+ 4.4
240	Number of fatalities	235	– 2.1
8,516	Number of persons injured	8,262	– 3.0
6,003	Provincial highway accidents	5,561	– 7.4
5,154	Rural accidents	4,753	– 7.8
28,487	Urban accidents	28,921	+ 1.5
717	Other locations	620	– 13.5
9,641	Provincial travel (000,000 veh. km)*	9.799 (Est)	+ 1.6
811,194	Registered vehicles**	822,332	+ 1.4
621,837	Licensed vehicle operators**	633,893	+ 1.9
981,400	Saskatchewan population***	992,700 (Est)	+ 1.2
4.2	Accidents per million vehicle km	4.1	– 2.4
2.0	Fatal accidents per 100 million vehicle km	1.9	– 5.0
6.5	Accidents per 100 licensed operators	6.3	– 3.1
5.0	Accidents per 100 registered vehicles	4.8	– 2.0
4.1	Accidents per 100 people	4.0	– 2.4

In 1983:
There was 1 traffic accident every 13 minutes.
There were 23 persons injured every day and 1 person killed every 37 hours.
72% of all reported accidents occurred in Urban Areas.

Source of information:
* Travel on Saskatchewan Highways
** Saskatchewan Government Insurance Records
*** Saskatchewan Bureau of Statistics

Definitions:

Provincial Highway Accident: A motor vehicle accident which occurred outside the incorporated limits of a community on a numbered provincial highway or connecting access road.

Rural Accident: A motor vehicle accident which occurred on a municipal or grid road outside the incorporated limits of a community.

Urban Accident: A motor vehicle accident which occurred on the route of a provincial highway, a street, lane or service road within the incorporated limits of a community.

Other Locations: A motor vehicle accident which occurred in an area not defined above such as in parks, Indian Reserves, northern areas, timber haul roads etc.

Property Damage Accident: A motor vehicle accident in which the total estimated resulting damage was $200 or more and did not result in personal injury or death.

Personal Injury Accident: A motor vehicle accident which resulted in a non-fatal injury to one or more persons.

Fatal Accident: A motor vehicle accident which resulted in death within 30 days to one or more involved persons.

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1983 Saskatchewan Traffic Accident Facts

In 1983, there was a downward trend in the incidence of traffic accidents, injuries, and fatalities in Saskatchewan. Increased safety on our streets and highways is a top Government priority and we are making every effort to ensure that this downward trend continues.

Data from the Traffic Accident Information System enable us to flush out the factors and conditions that contribute to traffic accidents. A better understanding of these factors aids in the development of countermeasures to combat the prevailing, unacceptable levels of traffic fatalities and injuries.

It is hoped that this report will not only served as a valuable research tool for professionals but will be used by the general public to increase their awareness of accident facts. An informed public, committed to promoting a safe highway network, will ensure that the 1983 downward trend will continue in 1984 and on into the future.

James W. Garner
Minister of Highways
and Transportation

The Traffic Accident Information System (TAIS) began its first year of operation in 1979. There are now, on file, details of about 215,000 traffic accidents. This five year accumulation of accident data is an extremely useful tool for traffic safety practioners.

In addition to the planned distribution of 4000 copies of this annual report to interested persons and agencies, TAIS produced approximately 5000 special monthly, quarterly and annual outputs.

TAIS was developed around the primary purpose of "identifying the inadequacies of the driver, vehicle and environment". The goal of the system is "to significantly reduce social and economic loss due to traffic accidents. by correcting accident problems". These objectives are being met as evidenced by a continuing downward trend in many accident categories.

Another measure of success of TAIS is the feedback and testimonials that are received from users, for example:

> *"... Your province is the first to submit a data tape covering 1983 traffic accidents ... this automated process saved a great deal of time and money ... (we) benefited tangibly by having access to TAIS"*
>
> — Transport Canada
> Data Systems Development Office

> *"... Saskatchewan is one of the few areas (in the world) for which data on the nature of injury causing death is published ..."*
>
> — Dept. of Statistics and Operational Research
> — University of Coventry (Lanchester)

> *"... thank you ... for information regarding our town about all reported accidents during 1983 ... We find the data interesting and helpful ... we appreciate the information ..."*
>
> — Town of Carlyle, Administrator

> *"... the traffic accident data is a valuable aid ... used to determine the number of accidents in a particular location ... a quick reference ... data is considered in an effort to reduce accidents throughout the city."*
>
> — City of Estevan, Police Dept.

> *"Your service has eliminated many person hours previously spent manually tabulating statistical breakdowns ... better insight into trouble spots ... due to comprehensive nature of your system. A useful tool in the operation of the department.*
>
> City of Weyburn, Police Dept.

Each year the TAIS reports are improved and expanded to include additional information. Input and comments from users of this report will enable further improvements in the future.

A. J. Popoff — Director
Traffic Safety Engineering Branch

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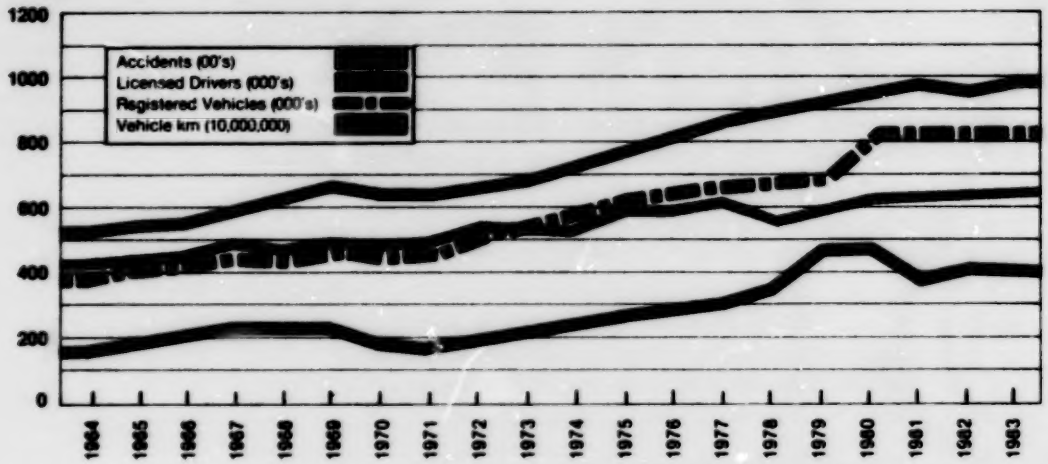
Section 1

Trends in Total Provincial Travel, Licensed Drivers, Vehicle Registrations and Accidents (1964-1983)

Figure 1.1

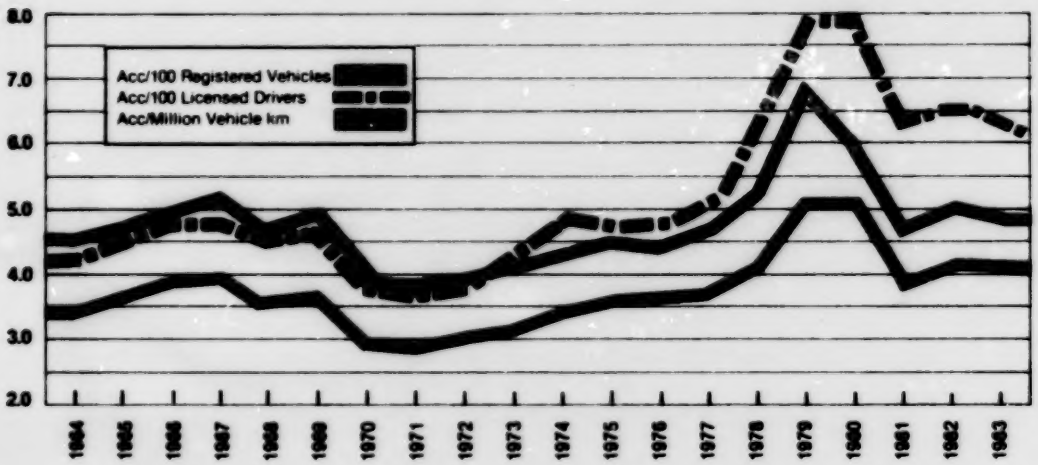


	*1981	1982	1983	% Change
Registered Vehicles	812,751	811,194	822,332	+ 1.4
Licensed Drivers	611,506	621,837	633,893	+ 1.9
Million Vehicle Kilometres of Travel	9,723	9,641	9,799	+ 1.6
Total Accidents	38,285	40,388	39,855	- 1.3

* Beginning in 1981, private property accidents are not being entered in TAIS. This category accounted for 17.5% of all accidents in 1980.

Trends in Provincial Accident Rates By Vehicle Registrations, Licensed Drivers & Travel (1964-1983)

Figure 1.2

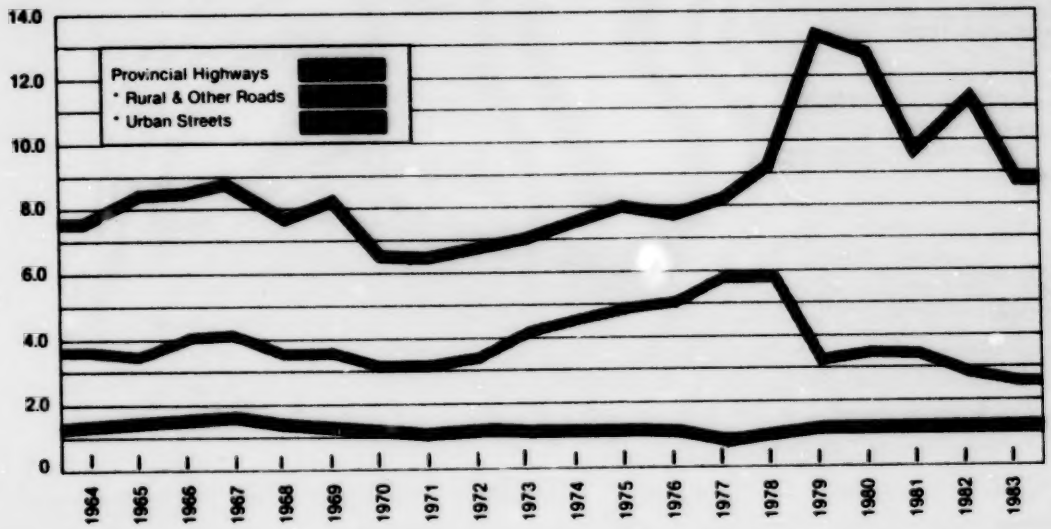


	*1981	1982	1983	% Change
Accidents per 100 Registered Vehicles	4.7	5.0	4.8	- 2.0
Accidents per 100 Licensed Drivers	6.3	6.5	6.3	- 3.1
Accidents per 1,000,000 Vehicle Kilometres	3.9	4.2	4.1	- 2.4

* Beginning in 1981, private property accidents are not being entered in TAIS. This category accounted for 17.5% of all accidents in 1980.

Trends In Accident Rate (ACC/Mv Km) By Road System (1964-1983)

Figure 1.3



Accident Rate (Acc/Mv Km)

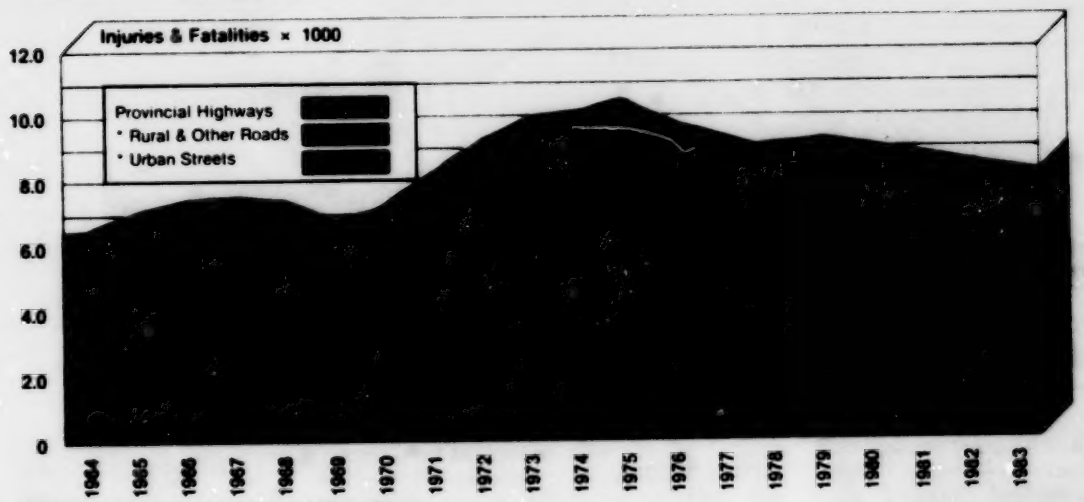
Road System	**1981	1982	1983	% Change
Provincial Highways	1.15	1.13	1.02	-9.7
Rural Roads	3.42	2.89	2.66	-8.0
Urban Streets	9.59	11.19	8.9	-20.5
All Road Systems	**3.94**	**4.19**	**4.07**	**-2.9**

* Includes private property prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS — this category accounted for 18.8% of all urban accidents in 1980.

Trends In Personal Injuries & Fatalities By Road System (1964-1983)

Figure 1.4



Number of Personal Injuries & Fatalities

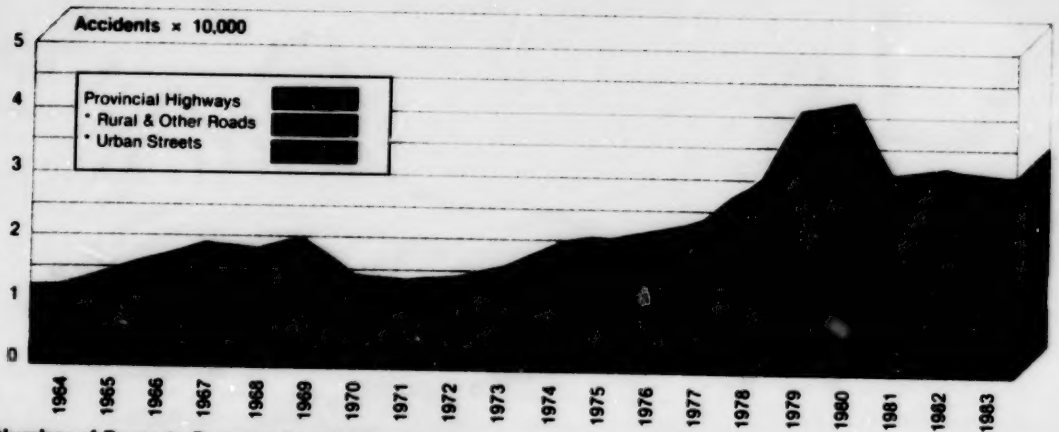
Road System	**1981	1982	1983	% Change
Provincial Highways	2,405	2,273	2,093	-7.9
Rural Roads	1,839	1,659	1,530	-7.8
Urban Streets	4,399	4,562	4,636	+1.6
Other Roads	279	262	238	-9.2
Total	**8,922**	**8,756**	**8,497**	**-3.0**

* Includes Private Property prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS — this category accounted for 2.3% of all fatalities and 3.7% of all injuries in 1980.

Trends in Property Damage Accidents (1964-1983)

Figure 1.5



Number of Property Damage Accidents

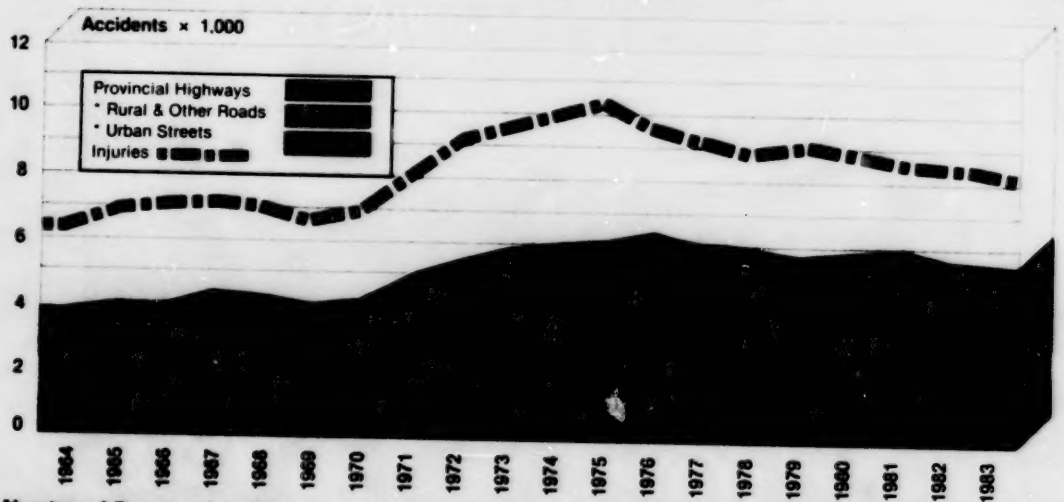
Road System	**1981	1982	1983	% Change
Provincial Highways	4,855	4,728	4,358	- 7.8
Rural Roads	4,492	4,131	3,785	- 8.4
Urban Streets	22,312	25,140	25,450	+ 1.2
Other Roads	765	571	476	- 16.6
Total	32,424	34,570	34,069	- 1.4

* Includes Private Property Prior to 1981

**Beginning of 1981, private property accidents are not being entered in TAIS. This category accounted for 19.4% of property damage accidents in 1980

Trends in Personal Injury Accidents And Injuries (1964-1983)

Figure 1.6



Number of Personal Injuries

Road System	**1981	1982	1983	% Change
Provincial Highways	2,266	2,155	1,967	- 8.7
Rural Roads	1,772	1,598	1,477	- 7.6
Urban Streets	4,350	4,510	4,597	+ 1.9
Other Roads	272	253	221	- 12.6
Total	8,660	8,516	8,262	- 3.0

Number of Personal Injury Accidents

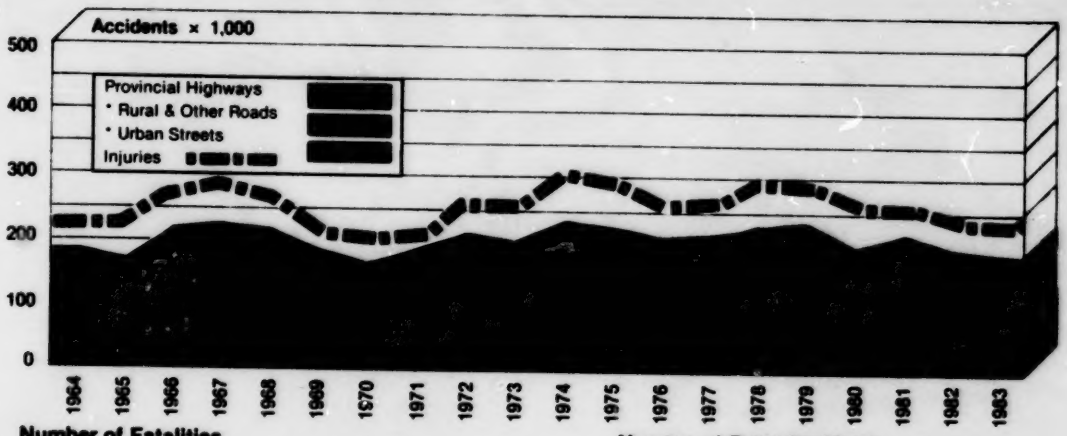
Road System	**1981	1982	1983	% Change
Provincial Highways	1,248	1,190	1,113	- 6.5
Rural Roads	1,083	975	924	- 5.2
Urban Streets	3,152	3,302	3,436	+ 4.1
Other Roads	162	139	130	- 6.5
Total	5,645	5,606	5,603	- 0.1

* Includes Private Property prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS. This category accounted for 4.8% of all personal injury accidents and 3.7% of all injured in 1980.

Trends In Fatal Accidents & Fatalities (1964-1983)

Figure 1.7



Number of Fatalities

Road System	**1981	1982	1983	% Change
Provincial Highways	139	118	126	+6.8
Rural Roads	67	61	53	-13.1
Urban Streets	49	52	39	-25.0
Other Roads	7	9	17	+88.9
Total	262	240	235	-2.1

Number of Fatal Accidents

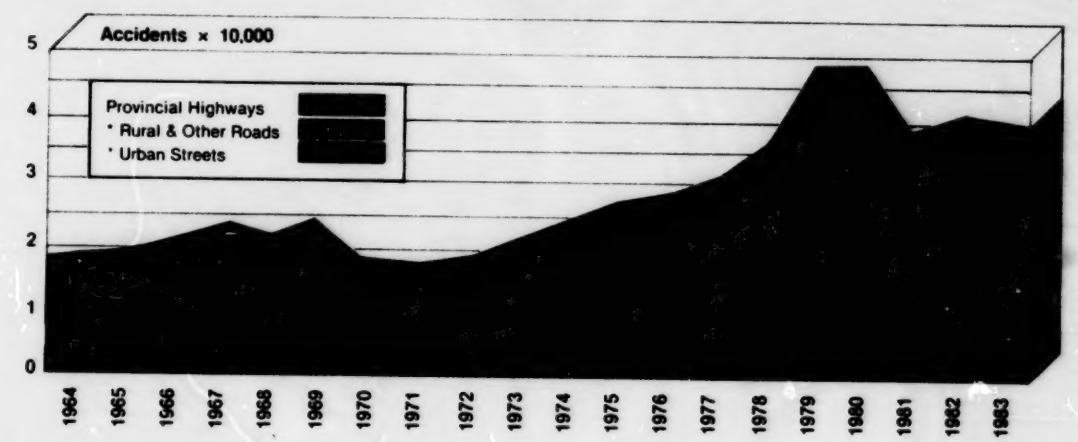
Road System	**1981	1982	1983	% Change
Provincial Highways	108	90	90	0
Rural Roads	56	48	44	-8.3
Urban Streets	46	45	35	-22.2
Other Roads	6	7	14	+100
Total	216	190	183	-3.9

* Includes Private Property prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS. This category accounted for 3.0% of all fatal accidents and 2.3% of all fatalities in 1980.

Trends In All Reported Accidents (1964-1983)

Figure 1.8



Number of Reported Accidents

Road System	**1981	1982	1983	% Change
Provincial Highways	6,211	6,008	5,561	-7.4
Rural Roads	5,631	5,154	4,753	-7.8
Urban Streets	25,510	28,487	28,921	+1.5
Other Roads	933	717	620	-13.5
Total	38,285	40,366	39,855	-1.3

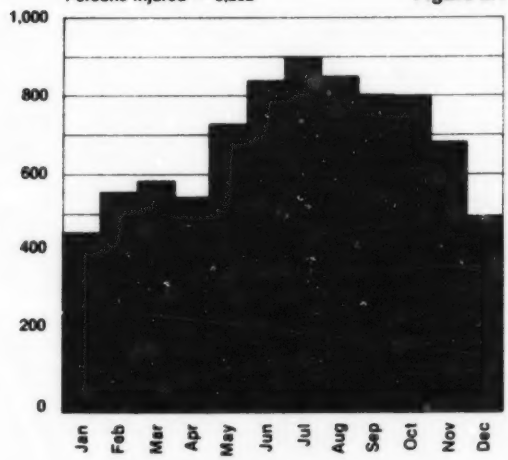
* Includes Private Property Prior to 1981

**Beginning of 1981, private property accidents are not being entered in TAIS. This category accounted for 17.5% of all accidents in 1980.

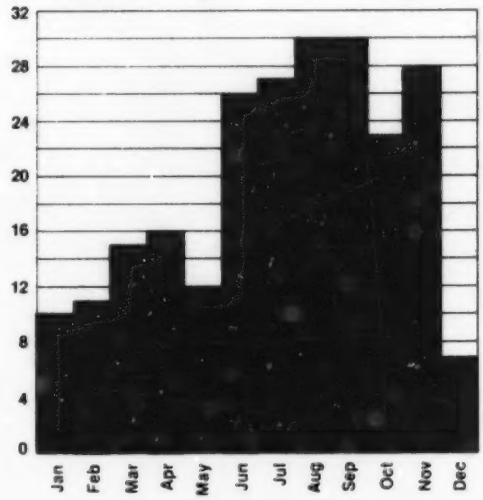
Section 2

1983 Accidents & Victims By Month Of Occurrence

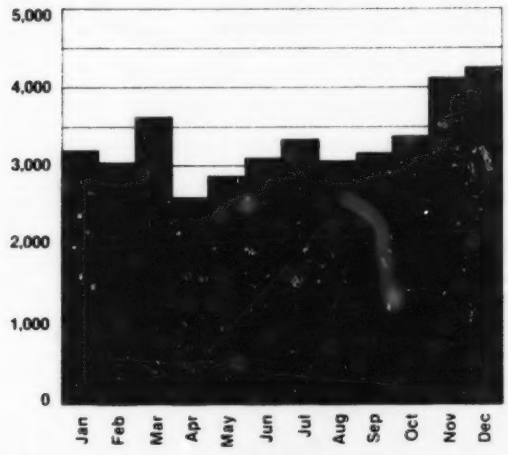
Persons Injured — 8,262 Figure 2.1



Persons Killed — 235 Figure 2.2



Total Accidents — 39,855 Figure 2.3



Knowing when traffic accidents happen can form the basis for development of safety strategies. For example, the deployment of police enforcement and roadway maintenance can be planned to match the peak accident periods. Individual motorists can, when possible, avoid travelling or drive more defensively during high accident days and times such as late evening hours on summer weekends.

It is of interest to note that while the accidents increase during the winter months, injuries peak during the summer months.

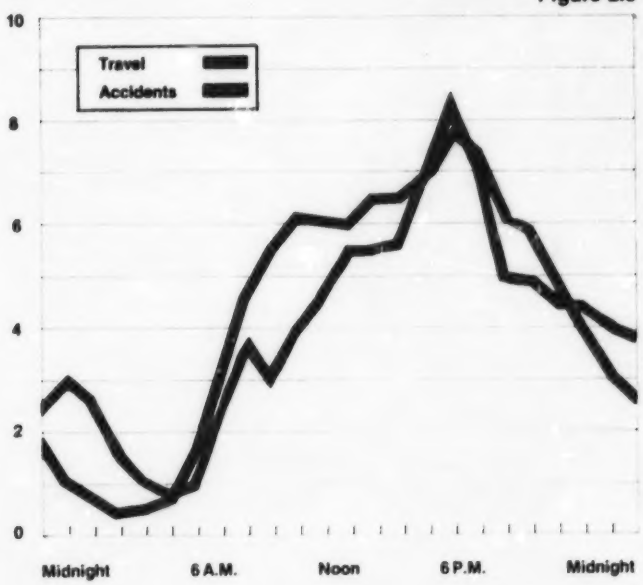
1983 Accidents By Severity And Month

Figure 2.4

Month	Property Damage	Personal Injury	Fatal	Total	%
January	2,891	322	9	3,222	8.1
February	2,615	386	8	3,009	7.6
March	3,121	400	12	3,533	8.9
April	2,227	364	12	2,603	6.5
May	2,343	474	10	2,827	7.1
June	2,553	578	23	3,154	7.9
July	2,687	603	21	3,311	8.3
August	2,488	580	24	3,092	7.8
September	2,712	537	22	3,271	8.2
October	2,817	525	18	3,360	8.4
November	3,699	473	18	4,190	10.5
December	3,916	361	6	4,283	10.7
Total	**34,069**	**5,603**	**183**	**39,855**	**100.0**

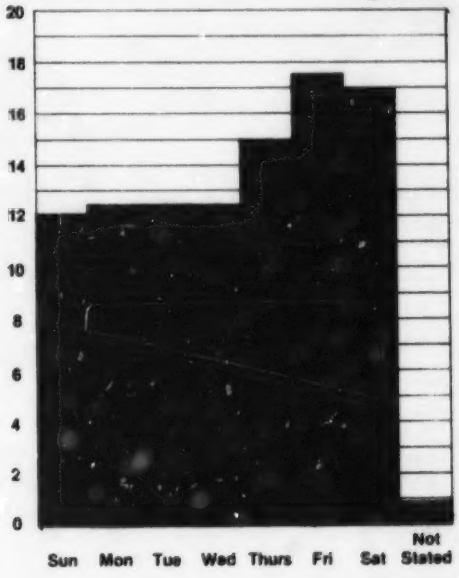
1983 Accidents and Provincial Travel By Time Of Day/Percent Of 24 Hour Total

Figure 2.5



1983 Accidents By Day Of Week/ Percent Of Weekly Total

Figure 2.6



1983 Motor Vehicle Accidents By Time of Day & Day of Week

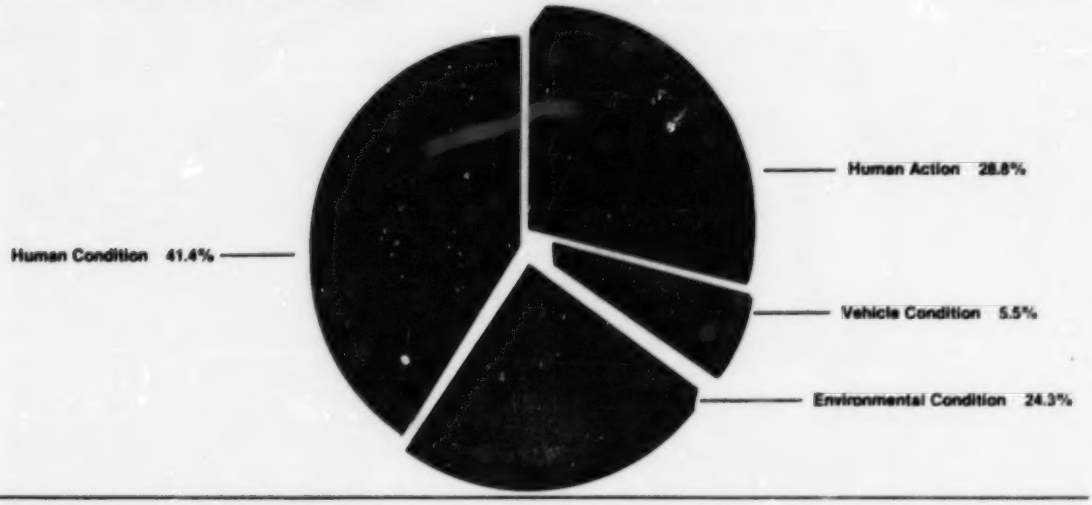
Figure 2.7

Accident Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Not Stated	Total	%
12 to 1 a.m.	212	67	82	94	130	330	0		1,009	2.5
1 to 2 a.m.	343	55	97	79	103	140	427	0	1,244	3.1
2 to 3 a.m.	307	35	49	62	76	128	359	1	1,017	2.6
3 to 4 a.m.	243	19	44	41	41	66	207	0	662	1.7
4 to 5 a.m.	159	13	17	24	25	43	143	0	424	1.1
5 to 6 a.m.	87	26	30	23	25	40	100	0	331	0.8
6 to 7 a.m.	67	52	52	39	48	61	98	1	418	1.0
7 to 8 a.m.	66	145	180	173	166	164	83	1	978	2.5
8 to 9 a.m.	66	253	254	261	265	285	128	2	1,514	3.8
9 to 10 a.m.	91	176	171	177	196	196	183	1	1,191	3.0
10 to 11 a.m.	141	233	241	237	277	223	239	0	1,591	4.0
11 to 12 noon	160	278	253	265	282	363	273	0	1,874	4.7
12 to 1 p.m.	218	306	300	329	411	385	283	1	2,233	5.6
1 to 2 p.m.	248	312	311	282	354	385	322	1	2,215	5.6
2 to 3 p.m.	241	313	307	301	340	382	388	3	2,275	5.7
3 to 4 p.m.	242	393	379	402	453	550	388	0	2,807	7.0
4 to 5 p.m.	268	504	497	438	602	616	399	0	3,324	8.3
5 to 6 p.m.	234	433	414	408	459	533	402	1	2,884	7.2
6 to 7 p.m.	231	293	232	257	315	341	329	2	2,000	5.0
7 to 8 p.m.	244	240	244	225	333	355	303	3	1,947	4.9
8 to 9 p.m.	229	201	203	215	287	336	300	2	1,773	4.4
9 to 10 p.m.	222	192	184	191	281	371	305	0	1,746	4.4
10 to 11 p.m.	199	182	184	181	239	336	292	1	1,614	4.1
11 to 12 midnight	135	159	154	186	195	391	298	1	1,519	3.8
Not Stated	176	95	99	101	120	160	203	311	1,265	3.2
Total	**4,829**	**4,975**	**4,978**	**4,991**	**5,987**	**6,960**	**6,782**	**333**	**39,855**	
Percent	**12.1**	**12.5**	**12.5**	**12.5**	**15.0**	**17.5**	**17.0**	**0.9**		**100.0**

Section 3

Major Contributing Factors in 1983 Accidents

Figure 3.1



1983 Accidents By Severity Where Human Condition Was A Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	13,253	2,320	42	15,615	25.8
Driver Distraction	1,147	242	6	1,395	2.3
Had Been Drinking	1,814	761	46	2,621	4.3
Driving While Impaired	792	356	33	1,181	2.0
Extreme Fatigue	117	70	5	192	0.3
Fell Asleep	260	159	8	427	0.7
Driver Inexperience/Confusion	2,667	654	18	3,339	5.5
Lost Consciousness	25	29	1	55	0.1
Physical Disability	60	29	2	91	0.2
Prescription Medication	38	23	1	62	0.1
Drugs (Illegal)	18	5	0	23	0.0
Illness	22	19	2	43	0.1
Total	**20,213**	**4,667**	**184**	**25,044**	**41.4**

1983 Accidents By Severity Where Human Action Was A Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	3,924	842	21	4,787	7.9
Traffic Control Device Disregarded	1,180	362	7	1,549	2.6
Following to Closely	1,284	277	0	1,561	2.6
Driving too Fast For Conditions	3,598	740	28	4,366	7.2
Exceeding Speed Limit	425	232	24	681	1.1
Turning Improperly	1,121	159	1	1,281	2.1
Passing or Improper Lane Usage	1,198	200	27	1,425	2.4
Backing Unsafely	1,518	27	1	1,546	2.6
Pedestrian Error/Confusion	47	148	10	205	0.3
Total	**14,295**	**2,987**	**119**	**17,401**	**28.8**

1983 Accidents By Severity Where Vehicle Condition Was A Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Brakes	374	81	0	455	0.8
Lights	153	40	1	194	0.3
Vision Obstruction/Obscured	907	129	5	1,041	1.7
Steering	164	48	0	212	0.4
Suspension/Wheel Failure	121	24	0	145	0.2
Tires	253	73	2	328	0.5
Tow Hitch/Connection	156	7	1	164	0.3
Engine/Power Train	444	38	1	483	0.8
Hood/Door Opening	60	10	0	70	0.1
Vehicle Color/Dirty	9	1	0	10	0.0
Jack-knife/Trailer Swing	169	22	2	193	0.3
Modifications	28	3	0	31	0.1
Total	**2,838**	**476**	**12**	**3,326**	**5.5**

1983 Accidents By Severity Where Environmental Condition Was A Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Deer)	2,596	70	0	2,666	4.4
Animal Action (Other Wild)	186	30	0	216	0.4
Animal Action (Domestic)	417	35	0	452	0.7
Surface Slippery	6,124	863	19	7,006	11.6
Loose Gravel	592	317	12	921	1.5
Snow Drift	353	62	1	416	0.7
Obstruction/Debris	314	41	1	356	0.6
View Obstructed/Limited	1,088	240	15	1,343	2.2
Glare	239	65	2	306	0.5
Construction Zone	108	26	1	135	0.2
Defective Driving Surface	404	90	4	498	0.8
Shoulders Defective	125	32	0	157	0.2
Lane Markings Inadequate	34	7	0	41	.01
Traffic Control Device Not Working	25	8	1	34	0.1
Crosswind	124	60	1	185	0.3
Total	**12,729**	**1,946**	**57**	**14,732**	**24.3**

Traffic accidents seldom have a single clear cause. Most often a chain of contributing factors sequentially interact resulting in an incident. If a person is killed, injured or property is damaged, the incident is called a traffic accident.

T.A.I.S. recognizes that an accident is usually the result of a chain of events. The accident data system accepts up to four contributing factors for each vehicle involved in an accident. These factors are listed in order of importance. It is not uncommon to have eight factors that contributed to a vehicle accident. During the analysis of accidents, knowledge of these factors is important, because by removing any one of them, the accident could have been prevented.

An example: because of inattention, a driver may fail to see a stop sign behind some trees and suddenly has to stop. The car's brakes are in poor condition causing the car to spin out of control on ice, striking another vehicle that was speeding through the intersection. If any factor was not present, the accident may not have occurred.

This section summarizes all contributing factors that were reported. 60,503 factors contributed to 39,855 accidents. It should be kept in mind that the figures shown represent the number of accidents in which the factor was present, not the total number of occurrences of that contributing factor.

Section 4

1983 Accidents By Road Surface Type & Severity

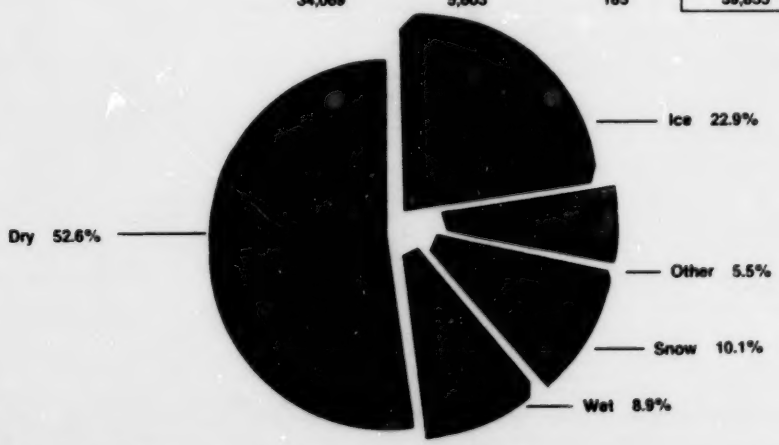
Figure 4.1

Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt/Oil	27,056	4,178	120	31,354	78.7
Gravel	5,115	1,084	52	6,251	15.7
Dirt/Earth	1,038	179	8	1,225	3.0
Concrete	527	147	3	677	1.7
Not Stated	333	15	0	348	0.9
Total	**34,069**	**5,603**	**183**	**39,855**	**100.0**

1983 Accidents By Road Surface Condition & Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	17,385	3,470	127	20,982	52.6
Snow	3,678	359	6	4,043	10.1
Ice	8,199	910	16	9,125	22.9
Wet	2,981	562	15	3,558	8.9
Muddy	330	51	4	385	1.0
Loose Gravel/Sand	483	153	8	644	1.6
Slush	343	62	5	410	1.0
Fresh Oil	5	5	0	10	0.1
Not Stated	665	31	2	698	1.8
Total	**34,069**	**5,603**	**183**	**39,855**	**100.0**



Environmental conditions at the time of a traffic accident can be important factors to consider when developing accident countermeasure programs. For example, road surface conditions at the time of the accident should be examined to evaluate snow and ice control measures. Accidents occurring during darkness can lead to improved street lighting, vehicle headlight systems or reflectorized traffic control devices.

One must be careful not to arrive at the wrong conclusions when interpreting traffic accident data. It would be incorrect to suggest that dry roads are two times more dangerous than icy roads. More information about exposure to road conditions would be required. While 33% of all the accidents occurred on snow or ice, such surface conditions occur relatively infrequently.

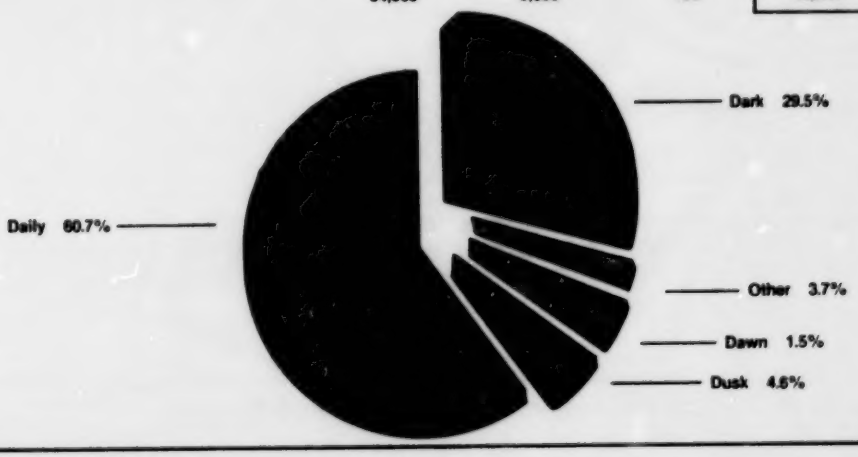
Studies show that the accident rate is higher during hours of darkness. Besides reduced visibility, there is an increased incidence of drivers and pedestrians under the influence of drugs or alcohol.

TAIS is capable of carrying out additional analysis that could correlate other factors with environmental conditions. A study which used TAIS data to determine heavy truck involvement in traffic accidents found that 41 - 50% of the truck accidents occurred during inclement road and weather conditions.

1983 Accidents By Light Conditions & Severity

Figure 4.3

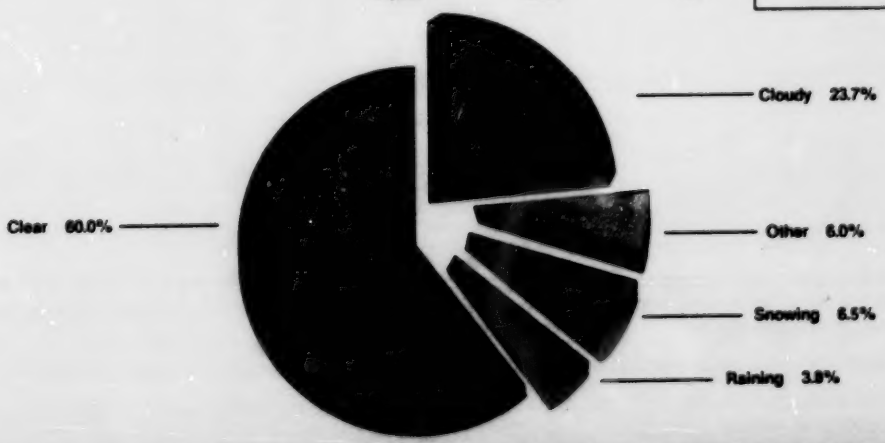
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	20,625	3,474	93	24,192	60.7
Dark	10,051	1,633	73	11,757	29.5
Dusk	1,582	242	8	1,832	4.6
Dawn	473	104	7	584	1.5
Artificial Light	721	144	0	865	2.2
Not Stated	617	6	2	625	1.5
Total	**34,069**	**5,603**	**183**	**39,855**	**100.0**



1983 Accidents By Weather Conditions & Severity

Figure 4.4

Weather Conditions	Property Damage	Personal Injury	Fatal	Total	%
Clear	20,327	3,467	122	23,916	60.0
Cloudy	8,057	1,347	32	9,436	23.7
Raining	1,247	240	6	1,493	3.8
Snowing	2,330	263	8	2,601	6.5
Sleet/Freezing Rain/Hail	207	48	1	256	0.6
Fog/Smoke/Smog	508	89	6	603	1.5
Drifting Snow/Dust	254	63	6	323	0.8
Strong Wind	99	30	1	130	0.3
Not Stated	1,038	56	1	1,097	2.8
Total	**34,069**	**5,603**	**183**	**39,855**	**100.0**



1983 Accidents by Accident Configuration & Road System

Figure 4.5

Accident Configuration	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Single Vehicle	**3,720**	**3,576**	**3,538**	**307**	**11,141**	**28.0**
On The Road	1,940	1,348	2,957	126	6,381	16.0
Left Ditch	735	885	247	78	1,945	4.9
Right Ditch	1,045	1,343	324	103	2,815	7.1
Multiple Vehicle	**1,841**	**1,177**	**25,383**	**313**	**28,714**	**72.0**
Rear End	375	145	6,291	47	6,858	17.2
Right Angle	260	162	7,263	32	7,717	19.4
Sideswipe — Same Direction	84	17	1,512	8	1,621	4.1
Sideswipe — Opposing Direction	128	116	609	31	884	2.2
Head On	88	59	469	35	651	1.6
Left Turn — Head On	163	30	1,260	3	1,456	3.6
Passing — Left Turn	50	8	1,848	2	1,908	4.8
Passing — Right Turn	63	14	1,319	1	1,397	3.5
Other	630	623	4,795	154	6,202	15.6
Not Stated	0	3	17	0	20	0.0
Total	**5,561**	**4,753**	**28,921**	**620**	**39,855**	**100.0**

1983 Accidents By Pedestrian Action, Road System and Severity

Figure 4.6

Pedestrian Action	Provincial Highways			Rural Roads			Urban Streets			Other			Total	%
	P.D.	Inj.	Fat.	P.D.	Inj.	Fat.	P.D.	Inj.	Fat.	P.D.	Inj.	Fat.		
Crossing Marked Crosswalk	0	0	0	0	0	0	0	28	0	0	0	0	28	6.3
Crossing Mid Block or Roadway	0	0	0	0	0	0	0	41	4	0	0	0	45	10.1
Crossing Against Signal	0	0	0	0	0	0	0	20	1	0	0	0	21	4.7
Crossing No Signal or Crosswalk	0	0	0	0	0	1	0	49	6	0	0	0	56	12.6
Crossing With Signal	0	0	0	0	0	0	0	35	0	0	0	0	35	7.9
Emerging Front/Behind Parked Vehicle	0	1	0	0	0	0	0	38	0	0	2	1	42	9.5
Hitch Hiking	0	1	0	0	0	0	0	1	0	0	0	0	2	0.4
Lying on Roadway	0	1	0	0	1	0	0	1	0	0	1	1	5	1.1
Not Stated	0	6	0	0	0	0	4	42	1	0	0	1	54	12.2
On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
On/Off Veh. Other Than School Bus	0	0	0	0	0	0	0	6	0	0	3	0	9	2.2
On Sidewalk/Shoulder/Boulevard	0	0	3	0	0	0	1	16	2	0	1	0	23	5.2
Playing on Roadway	0	0	0	0	0	0	0	5	0	0	0	0	5	1.1
Running into Roadway	0	1	1	0	0	0	0	70	2	0	2	0	76	17.1
Walking Against Traffic	0	0	0	0	1	0	0	6	0	0	0	0	7	1.6
Walking on Roadway	0	3	1	0	1	0	0	7	0	0	3	1	16	3.6
Walking With Traffic	0	1	0	0	2	0	0	10	0	0	1	0	14	3.1
Working on Roadway	0	0	0	0	0	0	0	1	0	0	0	0	1	0.2
Working On/Pushing Vehicle	0	3	0	0	0	0	0	1	0	0	1	0	5	1.1
Total	**0**	**17**	**5**	**0**	**5**	**1**	**5**	**377**	**16**	**0**	**14**	**4**	**444**	**100.0**
Percent	**0.0**	**3.9**	**1.1**	**0.0**	**1.1**	**0.2**	**1.1**	**84.9**	**3.6**	**0.0**	**3.2**	**0.9**		

Vehicle collisons with pedestrians is an accident category that often receives concern and more indepth study at local levels. 90% of the pedestrian accidents occur in urban areas, usually involving the young and elderly. Knowing where and how the accidents occur is equally important.

A variety of measures can be used to reduce pedestrian accidents. They include the use of traffic control devices or regulations, improving pedestrian visibility at night and the separation of pedestrian and vehicles, school safety patrols and pedestrian safety education.

The City of Saskatoon has implemented an intensive pedestrian safety education program called 'Crossafe'.

TAIS can make available detailed analyses of pedestrian accidents for the design and monitoring of programs to improve pedestrian safety.

Number of Occurrences Where Human Condition Was A Major Contributing Factor By Driver Age

Figure 5.1

Human Condition	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Driver inattention	179	872	1,004	1,102	1,095	902	2,934	2,995	1,485	1,186	1,141	1,228	1,025	17,118	63.7
Driver Distraction	16	89	91	95	87	73	270	286	125	104	82	88	36	1,442	5.4
Had Been Drinking	20	117	182	263	271	208	639	511	192	109	68	39	76	2,695	10.0
Driving While Impaired	8	28	44	69	74	85	256	295	145	86	50	21	26	1,187	4.4
Extreme Fatigue	2	11	10	19	20	13	51	38	10	9	4	3	4	194	0.7
Fell Asleep	0	20	30	48	60	24	114	76	18	17	9	6	5	427	1.6
Driver Inexperience/Confusion	149	681	431	313	236	178	429	384	185	148	143	217	32	3,526	13.1
Lost Consciousness	0	1	2	0	2	5	10	12	6	4	3	9	1	55	0.2
Physical Disability	2	1	2	4	2	1	5	11	5	5	11	39	4	92	0.4
Prescription Medication	0	1	0	3	2	3	14	11	0	7	11	8	2	62	0.2
Drugs (illegal)	1	1	3	0	0	6	3	6	2	0	0	1	0	23	0.1
Illness	0	1	1	0	3	0	8	9	5	5	2	9	0	43	0.2
Total	**377**	**1,823**	**1,800**	**1,916**	**1,852**	**1,488**	**4,733**	**4,824**	**2,178**	**1,880**	**1,524**	**1,888**	**1,211**	**26,884**	
Percent	**1.4**	**6.8**	**6.7**	**7.1**	**6.9**	**5.6**	**17.6**	**17.2**	**8.1**	**6.2**	**5.7**	**6.2**	**4.5**		**100.0**

Number of Occurrences Where Human Action Was A Major Contributing Factor By Driver Age

Figure 5.2

Human Action	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Fail to Yield	67	187	201	233	224	220	739	872	482	430	463	531	177	4,826	27.2
Traf. Control Device Disregard	13	72	69	91	95	77	226	272	143	111	134	198	72	1,573	8.9
Following too Close	4	98	118	123	125	98	345	320	144	86	63	38	49	1,611	9.1
Driving too Fast For Conditions	38	363	395	409	363	359	862	767	338	194	126	81	215	4,510	25.4
Exceeding Speed Limit	9	54	65	77	78	50	170	97	31	10	5	4	37	687	3.8
Turning Improperly	13	70	64	70	74	52	188	221	123	111	107	135	71	1,299	7.3
Passing or Improper Lane	14	67	68	94	76	83	241	248	138	119	122	105	92	1,467	8.3
Backing Unsafely	10	84	90	71	81	59	222	278	131	126	105	161	149	1,567	8.8
Pedestrian Error/Confusion	33	6	6	9	12	6	27	36	13	11	10	13	40	222	1.2
Total	**201**	**1,001**	**1,076**	**1,177**	**1,128**	**1,004**	**3,020**	**3,111**	**1,543**	**1,198**	**1,135**	**1,266**	**902**	**17,782**	
Percent	**1.1**	**5.6**	**6.1**	**6.6**	**6.4**	**5.7**	**17.0**	**17.5**	**8.7**	**6.7**	**6.4**	**7.1**	**5.1**		**100.0**

Number of Drivers By Pre-Collision Action And Driver's Age

Figure 5.3

Pre-Collision Action	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Backing	20	150	164	136	130	117	401	557	291	253	220	266	354	3,059	5.0
Changing Lanes	3	39	64	71	74	54	197	225	109	110	101	79	87	1,213	2.0
Entering Parked Position	1	14	14	10	16	6	46	54	31	27	26	38	27	310	0.5
Going Straight Ahead	286	1,589	1,895	2,107	2,042	1,910	6,786	7,816	3,947	2,821	2,149	1,569	1,603	36,520	59.2
Merging	2	3	6	2	8	3	22	16	8	10	7	5	9	101	0.2
Overtaking	2	25	25	50	28	32	109	107	59	40	33	29	42	581	0.9
Slowing or Stopping	6	92	106	123	127	132	423	508	261	179	129	85	161	2,332	3.8
Starting From Parked Position	5	31	11	25	34	23	87	122	75	62	73	75	62	685	1.1
Starting in Traffic	5	13	18	14	25	20	70	87	54	46	42	54	14	462	0.7
Stopped in Traffic	8	125	176	194	207	197	747	1,257	723	522	357	147	252	4,912	8.0
Turning Left	42	257	277	288	289	283	937	1,099	619	485	481	471	211	5,739	9.3
Turning Right	15	146	166	205	175	170	601	618	299	249	236	203	202	3,285	5.3
U-Turn	2	31	35	25	19	19	54	47	23	17	15	20	28	335	0.5
Unknown	10	8	17	13	16	25	92	79	47	29	14	24	1,754	2,128	3.5
Total	**407**	**2,523**	**2,974**	**3,283**	**3,190**	**2,991**	**10,572**	**12,582**	**6,546**	**4,850**	**3,883**	**3,065**	**4,808**	**61,982**	
Percent	**0.7**	**4.1**	**4.8**	**5.3**	**5.2**	**4.8**	**17.1**	**20.4**	**10.6**	**7.9**	**6.3**	**5.0**	**7.8**		**100.0**

Number of Charges Laid Or Contemplated By Road System

Figure 6.1

Charge	Provincial Highway	Rural Roads	Urban Streets	Other	Total	%
Unregistered Vehicle	39	28	161	16	244	1.8
Disobey Stop Sign	90	5	784	0	879	6.3
Fail to Signal	9	5	20	0	34	0.2
Speed too Fast for Road Conditions	133	256	723	22	1,134	8.2
Driving Without Due Care & Attention	462	345	1,346	45	2,198	15.8
Following too Close	40	21	556	0	617	4.5
Failure to Drive Right of Centre	19	21	32	6	78	0.6
Improper Lane Change	23	0	344	0	367	2.6
Improper Turn	22	5	337	0	364	2.6
Failure to Yield Right-of-Way	84	95	1,815	7	2,001	14.4
Failure to Yield to Pedestrian	0	0	42	0	42	0.3
Disobey Traffic Signal	3	1	351	1	356	2.6
Inadequate Brakes	3	0	35	1	39	0.3
Unsafe Backing	4	2	464	4	474	3.4
No Drivers Licence	103	89	680	47	919	6.6
Not Using Seat Belt	36	55	24	1	116	0.8
Dangerous Driving	23	8	81	5	117	0.8
Driving While Disqualified	31	18	128	13	190	1.4
Criminal Negligence	13	4	23	1	41	0.3
Failure to Remain at Scene	43	27	823	15	908	6.5
Impaired Driving	156	76	863	35	1,130	8.1
Refuse Breath Test	17	1	110	4	132	1.0
24 Hour Suspension	16	11	68	2	97	0.7
Other	242	259	879	37	1,417	10.2
Total	**1,611**	**1,332**	**10,689**	**262**	**13,894**	
Percent	**11.6**	**9.6**	**76.9**	**1.9**		**100.0**

Number of Charges Laid Or Contemplated By Driver Age

Figure 6.2

Charge	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Unregistered Vehicle	6	10	12	21	24	27	68	38	10	10	7	5	6	244	1.8
Disobeying Stop Sign	2	44	42	58	49	45	111	134	70	80	87	155	2	879	6.3
Fail to Signal	0	6	1	2	1	0	4	4	7	2	6	1	0	34	0.2
Speed too Fast	4	144	159	114	105	93	218	144	59	38	28	17	11	1,134	8.2
Driv. W/o Due Care & Attn.	9	205	247	236	225	154	407	335	120	79	64	76	41	2,198	15.8
Following Too Close	0	55	60	61	59	36	120	101	50	31	23	16	5	617	4.5
Fail to Drive Rt. of Centre	0	7	8	6	6	5	12	11	7	6	6	4	0	78	0.6
Improper Lane Change	0	16	17	33	22	18	53	49	37	39	45	37	1	367	2.6
Improper Turn	0	21	20	21	14	9	52	71	35	38	33	46	4	364	2.6
Failure to Yield	2	102	109	106	96	81	299	364	208	182	232	210	10	2,001	14.4
Fail to Yield to Pedestrian	0	0	6	0	1	2	10	7	4	2	4	4	2	42	0.3
Disobey Traffic Signal	0	15	18	28	23	16	53	72	20	26	33	49	3	356	2.6
Inadequate Brakes	0	5	2	2	5	2	9	8	2	2	0	1	1	39	0.3
Unsafe Backing	1	32	35	23	24	25	76	79	48	41	37	50	3	474	3.4
No Driver's Licence	25	53	67	77	82	69	226	195	61	33	7	16	8	919	6.6
Not Using Seat Belt	0	18	13	9	14	7	26	17	8	2	2	0	0	116	0.8
Dangerous Driving	2	8	8	13	9	10	29	20	6	3	2	0	7	117	0.8
Driving While Disqualified	0	1	3	9	4	17	56	57	26	11	3	1	2	190	1.4
Criminal Negligence	1	1	2	3	7	1	10	8	2	2	1	1	2	41	0.3
Failure to Remain at Scene	13	24	33	57	56	46	153	135	63	28	12	15	273	908	6.5
Impaired Driving	4	27	41	69	72	86	241	294	138	78	50	17	13	1,130	8.1
Refuse Breath Test	0	0	2	5	4	8	30	37	26	10	7	2	1	132	1.0
24 Hour Suspension	0	5	10	10	10	7	23	19	5	5	1	1	1	97	0.7
Other	30	95	121	124	122	89	279	240	85	52	45	54	81	1,417	10.2
Total	**99**	**884**	**1,036**	**1,087**	**1,034**	**853**	**2,585**	**2,439**	**1,097**	**800**	**735**	**778**	**477**	**13,894**	
Percent	**0.7**	**6.4**	**7.5**	**7.8**	**7.4**	**6.1**	**18.5**	**17.6**	**7.9**	**5.8**	**5.3**	**5.6**	**3.4**		**100.0**

Number of Licensed Drivers, Drivers in Accidents and Charges by Driver Age

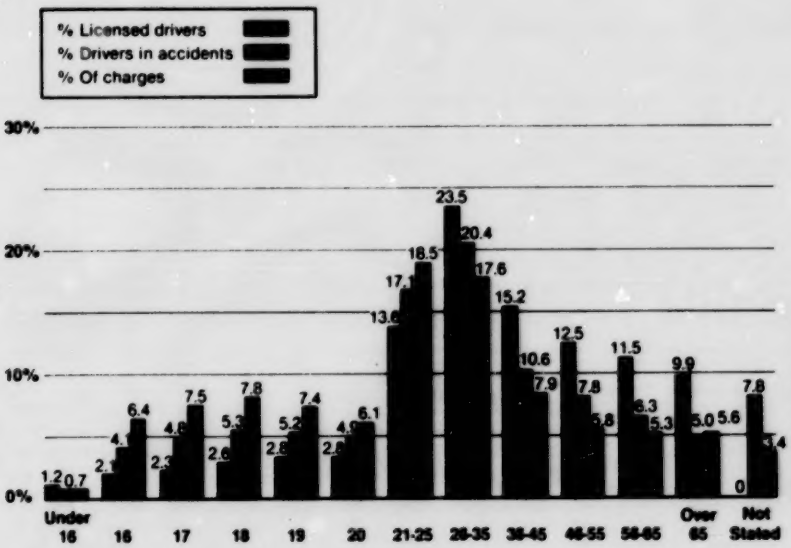
Figure 6.3

	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total
Licensed Drivers	7,789	13,591	14,742	16,188	17,545	17,994	88,026	148,852	95,981	79,476	72,765	62,944	0	633,893
Number in Accidents	407	2,523	2,974	3,263	3,190	2,991	10,572	12,592	6,546	4,850	3,883	3,085	4,808*	61,882
Number of Charges	99	894	1,036	1,087	1,034	853	2,565	2,439	1,097	800	735	778	477	13,894

*Would include such accidents as hit & run where the driver is not apprehended

Percent of Licensed Drivers, Drivers in Accidents, and Charges by Driver Age.

Figure 6.4



Please Note:

Ages over 20 are in 5 and 10 year groupings. To compare with figures under 21 years of age, it is necessary to divide the grouping by a factor of 5 or 10. This is done to conserve space, however actual figures can be obtained from TAIS.

The age of drivers involved in traffic accidents can form the basis of various analysis and countermeasure programs. The reason for this interest is the apparent over-involvement of 16-20 year olds in traffic accidents. For example, compare 18 year old and 36 year old drivers.

Figure 6.3 and 6.4 show that 20% of all 18 year old drivers were involved in accidents in 1983. On the average 7% of all 36 year old drivers were involved in accidents. 5.3% of all accidents involved 18 year old drivers and only 1.0% involved 36 year olds. This suggests that 18 year olds are involved in 5 times as many accidents as 36 year olds.

Young drivers also had a disproportionately large number of charges laid after the accident occurred. Figure 6.3 shows that 18 year olds received 1,087 charges, whereas 36 year old drivers received only 110 charges. This shows, that 18 year olds had 10 times more charges after an accident as compared to a 36 year old.

Figure 6.2 shows the type of charges laid. In the example chosen, 18 year olds are charged most with "speed too fast for conditions" and "driving without due care and attention". The highest category for the 36 year old driver is "failure to yield the right-of-way".

Other factors such as exposure, risk, experience, alcohol, and vehicle types must be known to fully understand the relationship of drivers age and accident involvement. One study indicates that the risk of having an accident is a factor of driving experience and not age.

Drivers Injured And Safety Equipment Used

Figure 7.1

	Injuries				Fatalities			
	Minor	Moderate	Major	Total	At Scene or DOA	Within 48 Hours	Within 30 Days	Total
Lap & Shoulder Belt	608	907	181	1,694	17	7	2	26
Lap Belt	125	246	50	421	1	0	1	2
Lap Belt & Air Bags	0	0	1	1	0	0	0	0
Air Bags	0	0	0	0	0	0	0	0
Passive Seat Belts	1	0	0	1	0	0	0	0
Helmet	41	94	44	179	5	0	0	5
Protective Clothing	2	4	1	7	0	0	0	0
None Available	122	301	106	529	9	0	0	9
Available - Not Used	341	665	298	1,304	63	8	4	75
Not Stated	152	253	89	494	9	1	0	10
Total	1,380	2,470	770	4,630	104	16	7	127

Passengers Injured And Safety Equipment Used*

Figure 7.2

	Injuries				Fatalities			
	Minor	Moderate	Major	Total	At Scene or DOA	Within 48 Hours	Within 30 Days	Total
Lap & Shoulder Belt	221	413	80	714	6	3	0	9
Lap Belt	95	223	41	359	3	3	0	6
Lap Belt & Air Bags	0	3	0	3	0	0	0	0
Air Bags	0	1	0	1	0	0	0	0
Passive Seat Belts	1	2	0	3	0	0	0	0
Child Restraint	7	12	4	23	1	1	0	2
Helmet	7	12	4	23	1	1	0	2
Protective Clothing	0	1	1	2	0	0	0	0
None Available	67	196	48	311	3	0	0	3
Available - Not Used	286	823	319	1,428	44	7	2	53
Not Stated	82	171	58	311	7	0	0	7
Total	765	1,857	557	3,179	65	14	2	81

* Does not include passengers riding or hanging on outside the vehicle.

Injury Classification:

Minor - No treatment. Minor abrasions and bruises. Complaint of pain but no medical attention required.

Moderate - Treated and released. Injuries or complaint of pain that required medical treatment but not admitted to hospital.

Major - Hospitalized. Victim went to the hospital and was admitted for treatment or observation.

Seat Belts

In Saskatchewan it is compulsory that seat belts be used by all vehicle occupants. Small children must be secured in an approved child restraint.

A special feature of TAIS is the ability to record the severity of injuries and the protective safety equipment used. The above tables demonstrate the benefits of seat belts. For example, 140 unbelted persons were killed and 771 unbelted received major injuries. In comparison, only 45 belted persons died and 357 belted persons received major injury. This can be interpreted that an unbelted person is 3.1 times more likely to be killed and 2.2 times as likely to receive serious injury than a person wearing available restraints.

Another measure of seat belt effectiveness is the Seat Belt Survivors Club. There are now 2150 members who have given personal testimonials about how seat belts reduced the severity of injury in an accident that they were involved in.

Ejection of unbelted drivers, especially in single vehicle roll over accidents, is a frequent factor in death and serious injury.

Number of Vehicles in Accidents By Vehicle Type and Road System

Figure 8.1

Vehicle Type	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Ambulance/Police/Fire	28	12	79	0	119	0.2
Auto	3,757	2,359	37,785	348	44,249	64.5
Bicycle	3	1	299	1	304	0.5
Construction/Maintenance Equip.	38	18	103	4	163	0.2
Farm Equipment	31	40	21	0	92	0.1
Inter-City Bus	2	0	20	0	22	0.0
Motorcycle	74	48	534	16	672	1.0
Motorhome	24	4	43	0	71	0.1
Not Stated	45	21	2,181	61	2,308	3.4
Off Highway Vehicle	0	2	6	3	11	0.0
Other Bus	4	1	21	0	26	0.0
Power Bicycle	1	2	10	0	13	0.0
School Bus	15	15	91	3	124	0.2
Semi Trailer Power Unit	398	85	454	18	955	1.4
Snowmobile	13	20	20	40	93	0.1
Transit Bus	4	0	205	0	209	0.3
Trucks Over 5 000 kg	239	227	665	13	1,144	1.7
Trucks 5 000 kg & Under	1,991	2,378	10,673	323	15,365	22.4
Vans 5 000 kg & Under	324	151	2,127	0	2,642	3.9
Total	**8,991**	**5,384**	**55,337**	**870**	**68,582**	
Percent	**10.2**	**7.8**	**80.7**	**1.3**		**100.0**

Number of Vehicles in Accidents By Vehicle Type and Severity

Figure 8.2

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Ambulance/Police/Fire	100	17	2	119	0.2
Auto	38,363	5,754	132	44,249	64.5
Bicycle	35	269	0	304	0.5
Construction/Maintenance Equip.	140	21	2	163	0.2
Farm Equipment	81	10	1	92	0.1
Inter-City Bus	19	3	0	22	0.0
Motorcycle	286	377	9	672	1.0
Motorhome	66	5	0	71	0.1
Not Stated	2,260	47	1	2,308	3.4
Off Highway Vehicle	4	7	0	11	0.0
Other Bus	23	3	0	26	0.0
Power Bicycle	9	4	0	13	0.0
School Bus	105	17	2	124	0.2
Semi Trailer Power Unit	782	157	16	955	1.4
Snowmobile	45	47	1	93	0.1
Transit Bus	186	22	1	209	0.3
Trucks Over 5 000 kg	988	141	15	1,144	1.7
Trucks 5 000 kg & Under	13,312	1,973	80	15,365	22.4
Vans 5 000 kg & Under	2,315	313	14	2,642	3.9
Total	**59,119**	**9,187**	**276**	**68,582**	
Percent	**86.2**	**13.4**	**0.4**		**100.0**

Quick additional facts on 1983 motorcycle accidents:

- Over 95% of all motorcycle drivers involved in accidents were male.
- Over 80% of all motorcycle drivers involved in accidents were 30 years old or younger.
- Motorcycle accident fatalities decreased by over 50% from 1982 to 1983.
- Driver inattention was a major contributing factor in over 38% of all motorcycle accidents.
- Less than 6% of all motorcycle drivers involved in accidents had been drinking.

Number of Vehicles in Accidents By Age Of Vehicle And Vehicle Type

Figure 8.3

Year	Passenger Automobiles	Pickups Vans	Trucks Semi	Motorcycles Power Bikes	Buses	Other	Not Stated	Total	%
1984	141	86	6	0	0	4	0	237	0.3
1983	1,657	908	52	83	7	44	12	2,763	4.0
1982	3,026	1,381	110	151	15	99	16	4,798	7.0
1981	3,672	1,932	234	104	21	57	24	6,044	8.8
1980	3,578	1,939	223	59	26	49	28	5,902	8.6
1979	3,258	2,014	251	56	30	39	33	5,681	8.3
1978	3,617	1,508	187	59	31	22	27	5,451	7.9
1977	3,509	1,503	138	28	26	18	28	5,250	7.7
1976	3,623	1,395	144	30	40	27	29	5,288	7.7
1975	3,046	1,239	146	25	19	22	33	4,530	6.6
1974	3,196	975	111	15	16	20	22	4,355	6.3
1973	2,459	495	71	15	13	9	27	3,089	4.5
1972	2,013	453	60	18	8	7	14	2,573	3.8
1971	1,145	281	33	9	9	3	8	1,488	2.2
1970	916	176	27	0	3	6	7	1,135	1.7
1969	822	221	24	2	1	1	7	1,078	1.6
1968	721	179	43	0	15	5	6	969	1.4
1967 or Less	1,886	558	117	3	63	25	17	2,669	3.9
Not Stated	1,964	764	122	28	38	396	1,970	5,282	7.7
Total	**44,249**	**18,007**	**2,099**	**685**	**381**	**853**	**2,308**	**68,582**	
Percent	**64.5**	**26.2**	**3.1**	**1.0**	**0.6**	**1.2**	**3.4**		**100.0**

Number of Drivers By Accident Configuration & Driver Age

Figure 8.4

Accident Configuration	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Head On	11	39	50	67	42	62	171	232	123	68	58	43	118	1,084	1.8
Passing — left turn	19	118	131	142	152	138	464	573	340	251	232	179	133	2,872	4.7
On The Road	22	268	356	374	357	378	1,238	1,342	706	521	378	189	234	6,363	10.3
Rear End	33	517	651	702	697	662	2,279	2,864	1,504	1,049	755	417	1,153	13,283	21.5
Right Angle	160	576	663	704	687	670	2,547	3,152	1,701	1,321	1,164	1,127	555	15,027	24.4
Passing — right turn	4	83	104	133	139	105	439	478	246	217	185	155	202	2,490	4.0
Sideswipe — Opp. Direct.	9	56	76	77	79	67	251	321	158	114	102	70	116	1,496	2.4
Sideswipe — Same Direct.	8	72	94	105	103	87	360	425	200	155	124	112	538	2,383	3.9
Left Ditch	29	142	143	154	171	117	369	384	170	113	76	53	21	1,942	3.1
Right Ditch	37	208	210	241	218	166	568	542	253	162	122	61	24	2,812	4.6
Left turn — head on	10	113	141	200	214	206	762	819	425	309	290	264	117	3,870	6.3
Other	65	331	355	364	331	333	1,124	1,460	720	570	397	395	1,595	8,040	13.0
Total	**407**	**2,523**	**2,974**	**3,263**	**3,190**	**2,991**	**10,572**	**12,592**	**6,546**	**4,850**	**3,883**	**3,065**	**4,806**	**61,662**	
Percent	**0.7**	**4.1**	**4.8**	**5.3**	**5.2**	**4.8**	**17.1**	**20.4**	**10.6**	**7.9**	**6.3**	**5.0**	**7.8**		**100.0**

Number of Victims By Hour Of Occurrence And Age Of Victim

Figure 9.1

Accident Hour	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
12 to 1 a.m.	6	3	15	124	97	35	10	19	6	315	3.7
1 to 2 a.m.	3	1	20	182	120	44	13	16	8	407	4.8
2 to 3 a.m.	2	0	8	151	100	34	12	8	12	327	3.8
3 to 4 a.m.	1	1	1	98	61	15	5	3	12	197	2.3
4 to 5 a.m.	0	0	10	54	41	8	5	5	4	127	1.5
5 to 6 a.m.	0	0	6	31	39	3	6	7	2	94	1.1
6 to 7 a.m.	1	0	0	42	41	10	2	7	4	107	1.3
7 to 8 a.m.	2	1	6	40	63	22	21	28	8	191	2.2
8 to 9 a.m.	13	21	20	80	63	35	20	38	10	300	3.5
9 to 10 a.m.	9	1	8	23	55	25	29	46	11	207	2.4
10 to 11 a.m.	15	8	9	41	68	27	27	66	5	266	3.1
11 to 12 noon	21	14	18	51	91	33	29	83	17	357	4.2
12 to 1 p.m.	22	30	34	82	83	50	38	92	9	440	5.2
1 to 2 p.m.	11	18	40	72	90	62	22	84	12	411	4.8
2 to 3 p.m.	24	24	12	108	109	53	33	87	16	466	5.5
3 to 4 p.m.	25	28	28	123	121	72	36	93	14	540	6.4
4 to 5 p.m.	40	47	43	158	151	110	41	131	24	745	8.8
5 to 6 p.m.	17	28	44	147	148	68	54	86	11	603	7.1
6 to 7 p.m.	16	27	38	127	106	66	33	60	5	478	5.6
7 to 8 p.m.	16	25	30	110	114	43	23	63	6	430	5.1
8 to 9 p.m.	12	22	39	117	109	40	31	51	12	433	5.1
9 to 10 p.m.	7	11	20	93	77	48	22	40	9	327	3.8
10 to 11 p.m.	3	9	15	108	100	28	12	28	8	311	3.7
11 to 12 midnight	3	1	17	126	109	37	20	20	4	337	4.0
Not Stated	2	3	7	23	20	10	7	9	1	82	1.0
Total	**271**	**323**	**488**	**2,311**	**2,176**	**978**	**551**	**1,170**	**230**	**8,498**	
Percent	**3.2**	**3.8**	**5.7**	**27.2**	**25.6**	**11.5**	**6.5**	**13.8**	**2.7**		**100.0**

Number of Victims By Position In/On Vehicle And Age of Victim

Figure 9.2

Position	00-05	06-10	11-15	16-20	21-25	26-35	36-45	46-55	Over 55	Not Stated	Total	%
Driver	24	70	134	1,281	902	990	490	340	507	19	4,757	56.0
Passenger 2	64	30	69	204	71	60	37	25	31	36	627	7.4
Passenger 3	54	47	129	534	264	213	109	109	218	112	1,789	21.1
Passenger 4	22	28	30	63	18	13	5	6	22	15	222	2.6
Passenger 5	33	20	13	41	10	17	6	2	6	9	157	1.8
Passenger 6	15	25	35	76	16	21	11	11	23	20	253	3.0
Passenger 7	12	16	14	16	9	6	3	5	4	4	89	1.0
Pedestrian	45	78	47	58	35	50	29	19	80	6	447	5.3
Riding On	0	4	6	5	5	5	2	2	4	1	34	0.4
Not Stated	2	5	11	33	21	19	9	3	12	8	123	1.4
Total	**271**	**323**	**488**	**2,311**	**1,351**	**1,394**	**701**	**522**	**907**	**230**	**8,498**	
Percent	**3.2**	**3.8**	**5.7**	**27.1**	**15.9**	**16.4**	**8.3**	**6.2**	**10.7**	**2.7**		**100.0**

Position In/On Vehicle

1 Driver
2 - 7 Passenger
8 Riding or Hanging On
Pedestrian

Number of Victims By Month of Occurrence & Age Of Victim

Figure 9.3

Accident Month	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
January	13	16	23	118	118	60	39	69	11	467	5.5
February	21	22	30	152	154	73	27	76	14	569	6.7
March	14	26	34	140	163	101	40	72	11	601	7.1
April	21	23	23	153	150	57	37	76	20	560	6.6
May	33	38	51	231	179	76	40	83	14	745	8.8
June	22	34	62	263	208	84	57	111	32	873	10.3
July	31	32	60	273	239	98	50	117	33	933	11.0
August	23	40	61	245	235	96	52	113	23	888	10.4
September	26	22	50	213	225	89	57	133	16	831	9.8
October	35	21	43	230	199	93	50	131	15	817	9.6
November	20	24	32	180	178	88	54	104	27	707	8.3
December	12	25	19	112	128	63	48	85	14	506	5.9
Not Stated	0	0	0	1	0	0	0	0	0	1	0.0
Total	**271**	**323**	**488**	**2,311**	**2,176**	**978**	**551**	**1,170**	**230**	**8,498**	
Percent	**3.2**	**3.8**	**5.7**	**27.2**	**25.6**	**11.5**	**6.5**	**13.8**	**2.7**		**100.0**

Number of Victims By Age Of Victims & Road System

Figure 9.4

	Provincial Highways		Rural Roads		Urban Streets		Other		Total		Total	
Age of Victim	Inj	Fat	Inj	Fat	Inj	Fat	Inj	Fat	Inj	%	Fat	%
00-05	62	2	35	1	158	0	13	0	268	3.2	3	0.0
00-10	33	5	31	1	239	3	11	0	314	3.7	9	0.1
11-15	72	2	122	3	270	0	17	2	481	5.7	7	0.1
16-20	476	30	582	12	1,147	4	59	1	2,264	26.6	47	0.6
21-30	579	27	308	11	1,177	7	61	6	2,125	25.0	51	0.6
31-40	224	13	142	9	551	6	31	2	948	11.1	30	0.4
41-50	162	10	72	2	285	3	14	3	533	6.2	18	0.2
Over 50	290	37	152	14	123	15	11	3	1,101	13.0	69	0.8
Not Stated	69	0	33	0	648	1	4	0	229	2.7	1	0.0
Total	**1,967**	**126**	**1,477**	**53**	**4,598**	**39**	**221**	**17**	**8,263**		**235**	
Percent of Total Victims	**23.1**	**1.5**	**17.4**	**0.6**	**54.1**	**0.5**	**2.6**	**0.2**				**100.0**

Number of Victims By Day of Week of Occurrence & Age of Victim

Figure 9.5

Accident Day	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
Monday	36	58	48	242	247	119	51	172	18	991	11.7
Tuesday	30	47	47	216	246	122	82	139	28	957	11.3
Wednesday	20	34	50	237	263	100	57	144	31	936	11.0
Thursday	48	42	51	240	276	160	95	210	34	1,156	13.6
Friday	43	46	87	391	371	155	97	198	31	1,419	16.7
Saturday	54	54	111	529	453	194	102	168	48	1,713	20.2
Sunday	40	42	94	454	318	128	67	138	40	1,321	15.5
Not Stated	0	0	0	2	2	0	0	1	0	5	0.0
Total	**271**	**323**	**488**	**2,311**	**2,176**	**978**	**551**	**1,170**	**230**	**8,498**	
Percent	**3.2**	**3.8**	**5.7**	**27.2**	**25.6**	**11.5**	**6.5**	**13.8**	**2.7**		**100.0**

Number of Accidents Involving Fixed Objects

Figure 10.1

Fixed Object	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Approach	184	127	12	323	0.5
Traffic Barricade	46	4	0	50	0.1
Building/Wall	239	49	1	289	0.5
Bridge Structure	140	26	6	172	0.3
Crash Cushion	13	3	0	16	0.0
Culvert	78	31	0	109	0.2
Curbing	749	184	2	935	1.7
Delineator Posts	28	2	0	30	0.1
Ditch Bottom/Back Slope	1,332	583	29	1,944	3.5
Fence	510	89	1	600	1.1
Fire Hydrant	124	9	0	133	0.2
Gravel Pile	42	18	0	60	0.1
Guard Rail	295	37	0	332	0.6
Light Standard	412	71	2	485	0.8
Median/Barrier	154	32	1	187	0.3
Parking Meter	30	3	0	33	0.1
Power Pole	497	90	3	590	1.1
Rock Cut	83	10	0	93	0.2
Sign Post	451	66	2	519	0.9
Signal Stand	111	33	1	145	0.3
Snow Bank	326	67	2	395	0.7
Tree/Bush	689	150	2	841	1.5
Fixed Objects Total	**6,533**	**1,684**	**64**	**8,281**	**14.8**

Number of Accidents Involving Movable Objects

Figure 10.2

Movable Object	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Animal	2,954	66	0	3,020	5.4
Another Vehicle	23,982	3,362	91	27,435	49.2
Bicyclist	42	259	0	301	0.6
Construction Machinery	71	7	2	80	0.1
Farm Machinery	113	11	0	124	0.2
Maintenance Machinery	60	7	0	67	0.1
Pedestrians	9	397	23	429	0.8
Railroad Train*	36	13	5	54	0.1
Movable Objects Total	**27,267**	**4,122**	**121**	**31,510**	**56.5**

* There were 18 personal injuries and 5 fatalities as a result of the accidents involving trains. 57% of the accidents occurred in Urban Areas with 30% occurring on Rural Roads and 13% on Provincial Highways.

Number of Accidents Involving Non-Collision Events

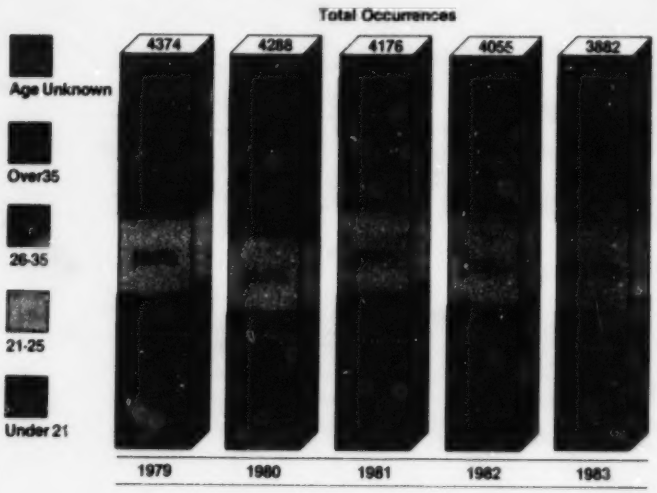
Figure 10.3

Event	Property Damage	Personal Injury	Fatal	Total	% of Total Events
Fire/Explosion	380	9	6	395	0.7
Overturned	1,860	1,272	77	3,209	5.7
Ran Off the Road	3,711	1,586	94	5,391	9.7
Skidding/Sliding	3,993	1,044	48	5,085	9.1
Submersion	32	7	3	42	0.1
Other	375	67	3	445	0.8
Not Stated	1,392	61	2	1,455	2.6
Non-Collision Events Total	**11,743**	**4,046**	**233**	**16,022**	**28.7**

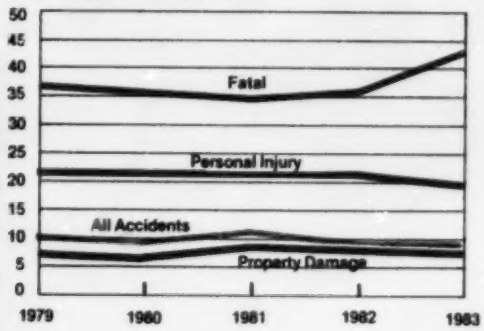
Section 11

Accidents Involving Alcohol

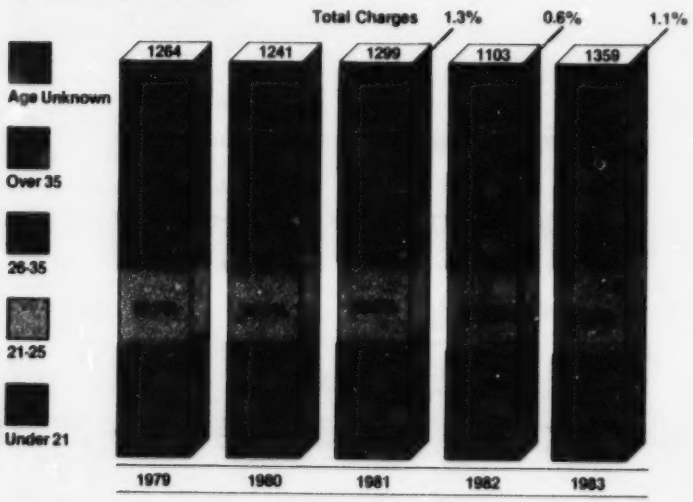
Percentage of Impaired/Had Been Drinking Occurrences By Driver Age and Year — **Figure 11.1**



Percentage of Accidents Involving Alcohol by Year — **Figure 11.3**



Percentage of Impaired Charges By Driver Age and Year — **Figure 11.2**



In the spring of 1981 a Night-Time Driver Survey was carried out in Saskatchewan. The survey took place between May 27 and June 27, from 9:00 p.m. to 3:00 a.m. on Wednesday, Thursday, Friday and Saturday nights.

- 3.5% of drivers, or one driver in 30, had a blood alcohol concentration (BAC) in excess of 80 mg%.
- 2.5% of drivers, or one driver in 40, had a blood alcohol concentration (BAC) between 61 and 80 mg%.
- 5.8% of drivers, or one driver in 17, had a BAC in excess of 60 mg% - the level legally recognized by Saskatchewan as producing impairment.
- There was a definite increase in BAC's after midnight - between 2:00 a.m. and 3:00 a.m. One driver in five could be legally removed from the road.
- Young drivers (16 - 24 years old) comprise 52% of all drivers on the roads at night. While their BAC's are lower than other drivers, especially those in the 30 - 39 year old age group, their very numbers give this group the highest number of drinking drivers on the road.

Figure 11.4

Alcohol Related Convictions By Driver Age for 1983

Driver Age	% of Alcohol Convictions
15 - 19	13.8
20 - 24	28.3
25 - 34	30.0
35 - 44	14.0
45 - 54	8.2
55 - 65	4.4
Over 65	1.3

1983 Traffic Accident Statistics By Highway Control Section

Highway - Control Section		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
1-01	Manitoba Border - Moosomin	10	3	1	14	5	1
1-02	Moosomin - Whitewood	30	9	1	40	16	2
1-03	Whitewood - Broadview	7	6	0	13	8	0
1-04	Broadview - Grenfell	9	6	0	15	6	0
1-05	Grenfell - Indian Head	43	23	1	67	42	1
1-06	Indian Head - Qu'Appelle	14	6	0	20	7	0
1-07	Qu'Appelle - Balgonie	16	6	0	22	12	0
1-08	Balgonie - Regina	36	15	0	51	24	0
1-10	Regina - Jct Hwy 39	52	20	0	72	38	0
1-11	Jct Hwy 39 - Moose Jaw	8	4	0	12	5	0
1-13	N Jct Hwy 2 - Mortlach	34	7	0	41	10	0
1-14	Mortlach - Chaplin	18	5	0	23	6	0
1-15	Chaplin - W Jct Hwy 19	11	2	0	13	5	0
1-16	W Jct Hwy 19 - Rush Lake	7	7	1	15	13	2
1-17	Rush Lake - Swift Current	25	5	0	30	6	0
1-18	Swift Current - Jct Hwy 32	2	3	0	5	7	0
1-19	Jct Hwy 32 - Gull Lake	41	5	2	48	8	2
1-20	Gull Lake - Sidewood	26	7	0	33	13	0
1-21	Sidewood - Maple Creek	41	2	1	44	5	1
1-22	Maple Creek - Alberta Border	22	3	0	25	5	0
2-01	U.S. Border - Rock Glen	5	0	0	5	0	0
2-02	Rock Glen - Assiniboia	5	3	0	8	5	0
2-03	Assiniboia - Jct Hwy 43	1	1	1	3	1	1
2-04	Jct Hwy 43 - Jct Hwy 36	7	2	1	10	6	1
2-05	Jct Hwy 36 - Moose Jaw S	14	0	0	14	0	0
2-06	Moose Jaw S - Moose Jaw N	4	2	0	6	2	0
2-07	Moose Jaw N - Tuxford	4	1	0	5	1	0
2-08	Tuxford - Chamberlain	12	4	0	16	9	0
2-09	Findlater - Liberty	2	1	0	3	1	0
2-10	Liberty - Imperial	3	1	0	4	1	0
2-11	Imperial - Watrous	4	0	0	4	0	0
2-12	Watrous - Young	1	0	0	1	0	0
2-13	Young - Jct Hwy 16	3	1	0	4	1	0
2-14	Jct Hwy 16 - S Jct Hwy 5	2	3	0	5	7	0
2-15	S Jct Hwy 5 - Jct Hwy 27	7	2	0	9	3	0
2-16	Jct Hwy 27 - Wakaw	9	2	0	11	2	0
2-17	Wakaw - St. Louis	7	6	0	13	9	0
2-18	St. Louis - Prince Albert	11	5	0	16	6	0
2-19	Prince Albert S - Jct Hwy 55	2	0	1	3	4	2
2-20	Jct Hwy 55 - Christopher Lake	25	3	2	30	6	5
2-21	Christopher Lake - Jct Hwy 264	6	2	2	10	8	4
2-22	Jct Hwy 264 - Weyakwin Lake	11	2	0	13	5	0
2-23	Weyakwin Lake - Jct Hwy 165	9	3	0	12	3	0
2-24	Jct Hwy 165 - La Ronge	5	1	0	6	1	0
2-25	La Ronge - Sucker River	2	0	1	3	2	1
2-26	Sucker River - Otter Lake	6	1	1	8	2	1
3-01	Manitoba Border - Erwood	4	1	0	5	2	0
3-02	Erwood - Hudson Bay	4	0	0	4	0	0
3-03	Hudson Bay - Prairie River	8	4	0	12	8	0
3-04	Prairie River - S Jct Hwy 23	8	5	0	13	5	0
3-05	S Jct Hwy 23 - Tisdale	8	1	0	9	1	0
3-06	Tisdale - Melfort	26	8	0	34	18	0
3-07	Melfort - Kinistino	5	5	1	11	10	1
3-08	Kinistino - Birch Hills	12	3	0	15	3	0
3-09	Birch Hills - Prince Albert	16	6	0	22	12	0
3-11	Prince Albert - Shellbrook	21	7	1	29	17	3
3-12	Shellbrook - Cameo	2	1	0	3	2	0
3-13	Cameo - Shell Lake	10	4	1	15	11	1
3-14	Shell Lake - Spiritwood	6	1	0	7	1	0
3-15	Spiritwood - Glaslyn	14	3	0	17	3	0
3-16	Glaslyn - Turtleford	11	0	0	11	0	0
3-17	Jct Hwy 26 - N Sask. River	7	1	0	8	1	0
3-18	N Sask. River - Alberta Border	4	0	0	4	0	0

Section 12

1983 Traffic Accident Statistics By Highway Control Section

Highway - Control Section		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
4-01	U.S. Border - Val Marie	3	1	0	4	1	0
4-02	Val Marie - Cadillac	10	3	1	14	3	3
4-03	Cadillac - Jct Hwy 43	5	0	0	5	0	0
4-04	Jct Hwy 43 - Swift Current	11	6	0	17	16	0
4-05	Swift Current - Sask. Landing	23	3	0	26	10	0
4-06	Sask. Landing - Sanctuary	18	1	0	19	1	0
4-07	Sanctuary - Elrose	4	1	1	6	7	1
4-08	Elrose - Rosetown	5	4	0	9	7	0
4-09	Rosetown - Jct Hwy 31	1	0	0	1	0	0
4-10	Jct Hwy 31 - Biggar	9	2	0	11	3	0
4-11	Biggar - Struan Grid	2	2	0	4	2	0
4-12	Struan Grid - Red Pheasant	2	0	0	2	0	0
4-13	Red Pheasant - Battleford	4	1	0	5	2	0
4-14	Battleford - Jct Hwy 26	11	6	0	17	12	0
4-15	Jct Hwy 26 - Cochin	5	0	0	5	0	0
4-16	Cochin - Glaslyn	11	2	0	13	4	0
4-17	Glaslyn - Meadow Lake	19	3	0	22	4	0
4-18	Meadow Lake - Jct Hwy 104	7	1	0	8	3	0
5-01	Togo - Kamsack	2	2	0	4	2	0
5-02	Kamsack - Canora	4	2	0	6	4	0
5-03	Canora - Invermay	3	1	0	4	1	0
5-04	Invermay - Wadena	9	3	0	12	5	0
5-05	Wadena - Watson	6	3	0	9	6	0
5-06	Watson - Humboldt	16	3	0	19	3	0
5-07	Humboldt - N Jct Hwy 2	20	1	1	22	4	1
5-08	S Jct Hwy 2 - Patience Lake	20	8	0	28	18	0
5-09	Patience Lake - Saskatoon	13	5	0	18	8	0
5-10	College Drive in Saskatoon	6	0	0	6	0	0
6-01	U.S. Border - Jct Hwy 18	1	1	0	2	2	0
6-02	Jct Hwy 18 - Jct Hwy 13	5	4	0	9	4	0
6-03	Jct Hwy 13 - S Jct Hwy 39	12	6	0	18	10	0
6-04	S Jct Hwy 39 - Regina South	24	11	0	35	14	0
6-06	Regina North - Piapot I.R.	16	6	0	22	10	0
6-07	Piapot I.R. - Southey	13	3	0	16	12	0
6-08	Southey - Raymore	9	4	0	13	5	0
6-09	Raymore - Dafoe	2	3	0	5	3	0
6-10	Dafoe - Watson	12	7	0	19	10	0
6-11	Watson - Naicam	11	2	0	13	6	0
6-12	Naicam - Silver Park	11	2	1	14	5	1
6-13	Silver Park - Melfort	7	2	0	9	3	0
6-14	Melfort - Gronlid	6	2	0	8	2	0
6-15	Gronlid - Choiceland	6	1	0	7	5	0
7-01	Saskatoon - Jct Hwy 60	6	2	0	8	2	0
7-02	Jct Hwy 60 - Delisle	16	2	2	20	5	2
7-03	Delisle - Harris	21	2	0	23	5	0
7-04	Harris - Rosetown	19	4	1	24	8	1
7-05	Rosetown - Brock	24	3	0	27	4	0
7-06	Brock - Kindersley	15	4	0	19	4	0
7-07	Kindersley - Jct Hwy 307	8	0	0	8	0	0
7-08	Jct Hwy 307 - Alsask	5	1	0	6	3	0
8-01	U.S. Border - Carievale	4	0	0	4	0	0
8-02	Carievale - Redvers	17	3	0	20	5	0
8-03	Redvers - Fairlight	10	1	0	11	1	0
8-04	Fairlight - Moosomin	11	3	0	14	4	0
8-05	Moosomin - Qu'Appelle River	9	0	0	9	0	0
8-06	Qu'Appelle River - Langenburg	10	2	0	12	3	0
8-07	Churchbridge - Wroxton	7	1	1	9	4	1
8-08	Wroxton - Kamsack	5	2	0	7	2	0
8-09	Kamsack - Pelly	9	3	0	12	7	0
8-10	Norquay - end of Hwy 8	5	0	0	5	0	0
9-01	U.S. Border - Jct Hwy 18	3	0	0	3	0	0
9-02	Jct Hwy 18 - Carlyle	23	4	0	27	4	0
9-03	Carlyle - Jct Hwy 48	22	5	0	27	5	0

1983 Traffic Accident Statistics By Highway Control Section

Highway · Control Section		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
9-04	Jct Hwy 48 - Whitewood	9	0	0	9	0	0
9-05	Whitewood - Qu'Appelle River	5	1	0	6	1	0
9-06	Qu'Appelle River - Jct Hwy 22	11	3	0	14	5	0
9-07	Jct Hwy 22 - Jct Hwy 15	5	2	0	7	7	0
9-08	Jct Hwy 15 - Yorkton	12	3	0	15	5	0
9-09	Yorkton - Canora	21	5	0	26	6	0
9-10	Canora - Jct Hwy 49	7	0	0	7	0	0
9-11	Jct Hwy 49 - Preeceville	4	1	0	5	2	0
9-12	Preeceville - Usherville	6	0	0	6	0	0
9-13	Usherville - Bertwell	7	1	0	8	4	0
9-14	Bertwell - Hudson Bay	12	2	0	14	2	0
9-15	Hudson Bay - Manitoba Border	8	4	1	13	5	2
10-01	Manitoba Border - Wroxton	14	2	0	16	2	0
10-02	Wroxton - Yorkton	15	1	0	16	1	0
10-03	Yorkton - Melville	21	6	0	27	10	0
10-04	Melville - Jct Hwy 22	12	4	1	17	11	2
10-05	Jct Hwy 22 - Fort Qu'Appelle	13	4	1	18	9	1
10-06	Fort Qu'Appelle - Balgonie	37	5	1	43	12	1
11-01	Regina - Lumsden	37	16	1	54	27	1
11-02	Lumsden - Bethune	24	9	0	33	11	0
11-03	Bethune - E Jct Hwy 2	10	3	0	13	9	0
11-04	E Jct Hwy 2 - Aylesbury	9	1	0	10	1	0
11-05	Aylesbury - Davidson	18	9	1	28	15	1
11-06	Davidson - Kenaston	21	3	0	24	3	0
11-07	Kenaston - Dundurn	13	8	0	21	10	0
11-08	Dundurn - Saskatoon	44	14	0	58	21	0
11-10	Saskatoon - Warman	23	5	1	29	10	1
11-11	Warman - Rosthern	29	6	3	38	15	9
11-12	Rosthern - Duck Lake	6	3	0	9	9	0
11-13	Duck Lake - Prince Albert	29	8	0	37	16	0
12-01	Jct Hwy 11 - Hepburn	18	6	0	24	8	0
12-02	Hepburn - Blaine Lake	10	2	0	12	3	0
12-03	Blaine Lake - Big Grass Lake	5	1	0	6	1	0
12-04	Big Grass Lake - Shell Lake	4	0	0	4	0	0
13-01	Manitoba Border - Redvers	6	0	0	6	0	0
13-02	Redvers - Carlyle	24	3	0	27	3	0
13-03	Carlyle - Stoughton	16	6	0	22	8	0
13-04	Stoughton - Griffin	7	2	0	9	2	0
13-05	Griffin - Weyburn	9	1	0	10	2	0
13-06	Weyburn to Jct Hwy 28	12	4	1	17	6	1
13-07	Jct Hwy 28 - Jct Hwy 6	5	0	0	5	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	3	4	0	7	6	0
13-09	Jct Hwy 34 - Jct Hwy 36	5	1	0	6	1	0
13-10	Jct Hwy 36 - Assiniboia	13	1	0	14	1	0
13-11	Assiniboia - Lafleche	5	0	0	5	0	0
13-12	Lafleche - Kincaid	6	1	0	7	1	0
13-13	Kincaid - Cadillac	8	3	0	11	3	0
13-14	Cadillac - Jct Hwy 37	11	1	0	12	1	0
13-15	Shaunavon - Eastend	4	0	1	5	0	1
13-16	Eastend - Jct Hwy 21	8	1	0	9	1	0
13-17	E Jct Hwy 21 - Govanlock	4	0	0	4	0	0
13-18	Govanlock - Alberta Border	1	1	0	2	1	0
14-12	Saskatoon - Asquith	20	8	2	30	11	3
14-13	Asquith - Perdue	8	1	0	9	1	0
14-14	Perdue - Biggar	7	2	0	9	3	0
14-15	Biggar - Landis	3	1	0	4	2	0
14-16	Landis - Wilkie	3	0	0	3	0	0
14-17	Wilkie - Unity	7	2	0	9	4	0
14-18	Unity - Salvador Grid	5	5	0	10	11	0
14-19	Salvador Grid - Alberta Border	3	2	0	5	2	0
15-02	Bredenbury - Jct Hwy 9	7	0	0	7	0	0
15-03	Jct Hwy 9 - Melville	3	0	0	3	0	0
15-04	Melville - Jct Hwy 52	13	0	0	13	0	0

Section 12

1983 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
15-05 Jct Hwy 52 - Leross	3	1	0	4	4	0
15-06 Leross - Raymore	5	3	0	8	7	0
15-07 Raymore - S Jct Hwy 20	3	1	1	5	1	1
15-08 Nokomis - Jct Hwy 2	1	4	0	5	4	0
15-09 Jct Hwy 2 - Kenaston	11	0	0	11	0	0
15-10 Kenaston - Jct Hwy 19	1	2	0	3	2	0
15-11 Jct Hwy 19 - Outlook	7	2	1	10	6	1
15-12 Outlook - Milden	7	0	0	7	0	0
15-13 Milden - Rosetown	6	1	0	7	1	0
16-11 Manitoba Border - Churchbridge	12	1	0	13	1	0
16-12 Churchbridge - Yorkton	27	3	1	31	4	1
16-13 Yorkton - Springside	14	3	1	18	3	2
16-14 Springside - Insinger	5	2	0	7	2	0
16-15 Insinger - Tuffnell	6	6	0	12	8	0
16-16 Tuffnell - Elfros	9	3	0	12	4	0
16-17 Elfros - Dafoe	13	8	0	21	11	0
16-18 Dafoe - Guernsey	8	1	0	9	3	0
16-19 Guernsey - Jct Hwy 2	21	6	1	28	11	1
16-20 Jct Hwy 2 - Saskatoon	51	13	2	66	21	2
16-23 Jct Hwy 11 - North Sask. River	32	7	0	39	15	0
16-24 N Sask. River - Radisson	35	3	0	38	8	0
16-25 Radisson - Denholm	15	6	3	24	15	6
16-26 Denholm - North Battleford	9	2	1	12	4	1
16-27 N Battleford - Bresaylor	17	3	1	21	5	1
16-28 Bresaylor - Maidstone	11	4	1	16	6	1
16-29 Maidstone - Marshall	8	5	1	14	14	1
16-30 Marshall - Lloydminster	17	10	1	28	31	1
17-03 Macklin - Alberta Border	1	0	0	1	0	0
17-04 Jct Hwy 14 (Alta) - Lone Rock (Sask)	3	1	0	4	1	0
17-05 Alberta Border - Lloydminster	8	1	0	9	1	0
17-06 Lloydminster - Jct Hwy 3	22	8	0	30	14	0
17-07 Jct Hwy 3 - N Saskatchewan River	2	0	0	2	0	0
17-08 N Sask. River - Onion Lake	2	0	0	2	0	0
18-01 Manitoba Border - Carievale	11	1	1	13	2	1
18-02 Carievale - Jct Hwy 9	40	5	0	45	5	0
18-03 Jct Hwy 9 - Bienfait	21	3	0	24	3	0
18-04 Estevan - Torquay	7	3	0	10	5	0
18-05 Torquay - Oungre	4	1	1	6	5	1
18-06 Oungre - Lake Alma	7	0	0	7	0	0
18-07 Lake Alma - N Jct Hwy 6	4	1	0	5	1	0
18-08 S Jct Hwy 6 - Big Beaver	1	0	0	1	0	0
18-09 Big Beaver - E Jct Hwy 36	4	0	0	4	0	0
18-10 W Jct Hwy 36 - Rockglen	5	2	0	7	2	0
18-11 Rockglen - Wood Mountain	5	0	0	5	0	0
18-12 Wood Mountain - Jct Hwy 19	8	1	0	9	1	0
18-13 Jct Hwy 19 - Ponteix Grid	5	2	0	7	4	0
18-14 Ponteix Grid - Val Marie	6	1	0	7	2	0
18-15 S Jct Hwy 4 - Climax	5	0	0	5	0	0
18-16 Climax - Divide	10	0	0	10	0	0
18-17 Divide - Robsart	0	1	0	1	4	0
19-01 Jct Hwy 18 - Kincaid	5	0	0	5	0	0
19-02 Kincaid - S Jct Hwy 43	1	1	0	2	3	0
19-03 S Jct Hwy 43 - W Jct Hwy 1	7	1	0	8	1	0
19-04 Chaplin - Central Butte	7	0	0	7	0	0
19-05 E Jct Hwy 42 - Elbow	8	2	0	10	4	0
19-06 Elbow - Jct Hwy 19	1	0	0	1	0	0
20-01 Lumsden - Jct Hwy 22	21	6	0	27	9	0
20-02 Jct Hwy 22 - Jct Hwy 15	3	0	0	3	0	0
20-03 Jct Hwy 15 - Jct Hwy 16	9	2	0	11	4	0
20-04 W Jct Hwy 16 - Humboldt	9	1	0	10	2	0
20-05 Humboldt - Pilger	2	2	0	4	2	0
20-06 Pilger - Crystal Springs	3	2	0	5	25	0
20-07 Crystal Springs - Jct Hwy 3	8	0	0	8	0	0

1983 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
21-01 U.S. Border - Govenlock	1	3	0	4	6	0
21-03 Jct Hwy 13 - Cypress Hills	10	0	0	10	0	0
21-04 Cypress Hills - Maple Creek	9	3	0	12	4	0
21-05 Maple Creek - Jct Hwy 1	3	0	0	3	0	0
21-06 Jct Hwy 1 - Fox Valley	9	2	0	11	4	0
21-07 Fox Valley - Leader	5	4	1	10	5	1
21-08 Leader - Eatonia	8	0	0	8	0	0
21-09 Glidden - Kindersley	1	1	0	2	2	0
21-10 Kindersley - Jct Hwy 31	5	1	1	7	1	3
21-11 Jct Hwy 31 - Kerrobert	2	1	0	3	1	0
21-12 Kerrobert - Unity	11	4	0	15	6	0
21-13 Unity - E Jct Hwy 40	2	5	0	7	9	0
21-14 W Jct Hwy 40 - Maidstone	4	3	0	7	4	0
21-15 Maidstone - E Jct Hwy 3	7	1	1	9	5	1
21-16 Paradise Hill - Peck Lake	5	1	0	6	1	0
21-17 Peck Lake - Ministikwan Lake	3	2	0	5	3	0
21-18 Ministikwan Lake - Pierceland	3	1	0	4	1	0
22-01 Manitoba Border - Jct Hwy 8	0	1	0	1	1	0
22-02 Jct Hwy 8 - Stockholm	12	3	0	15	5	0
22-03 N Jct Hwy 9 - S Jct Hwy 22	2	1	0	3	2	0
22-04 Killaly - Jct Hwy 10	7	0	0	7	0	0
22-05 Lipton - Southey	4	0	0	4	0	0
22-06 Southey - Jct Hwy 20	3	1	0	4	1	0
23-01 Jct Hwy 9 - Somme	4	0	0	4	0	0
23-02 Somme - Chelan	2	0	0	2	0	0
23-03 Chelan - Crooked River	6	0	0	6	0	0
23-04 N Jct Hwy 3 - Jct Hwy 55	15	1	1	17	2	1
24-01 Spiritwood - Leoville	4	4	0	8	5	0
24-02 Leoville - Chitek Lake	8	1	2	11	10	2
25-01 Birch Hills - St. Louis	7	0	0	7	0	0
26-01 Jct Hwy 4 - Meota	3	1	0	4	1	0
26-02 Meota - Turtleford	7	3	0	10	5	0
26-03 Turtleford - N Jct Hwy 3	2	2	0	4	3	0
26-04 N Jct Hwy 3 - Loon Lake	13	0	1	14	2	2
26-05 Loon Lake - Goodsoil	5	2	0	7	2	0
27-01 Jct Hwy 2 - Aberdeen	4	1	0	5	1	0
28-01 Lake Alma - Radville	1	0	0	1	0	0
28-02 Radville - Jct Hwy 13	5	1	0	6	3	0
29-01 Wilkie - Cloan Grid	2	5	1	8	11	1
29-02 Cloan Grid - Battleford	6	0	0	6	0	0
30-02 Estcn - Jct Hwy 7	1	1	0	2	1	0
31-01 Jct Hwy 4 - Plenty	8	0	0	8	0	0
31-02 Plenty - S Jct Hwy 21	2	3	0	5	5	0
31-03 Kerrobert - Salvador	6	1	0	7	1	0
31-04 Salvador - Macklin	8	0	1	9	0	1
32-01 Jct Hwy 1 - Success	3	2	0	5	3	0
32-02 Success - Cabri	4	0	0	4	0	0
32-03 Cabri - Lancer	9	3	0	12	7	0
32-04 Lancer - Leader	3	0	0	3	0	0
33-01 Stoughton - Fillmore	12	3	0	15	4	0
33-02 Fillmore - Francis	14	2	0	16	2	0
33-03 Francis - Kronau	3	1	0	4	2	0
33-04 Kronau - Regina	7	2	0	9	2	0
34-01 U.S. Border - Bengough	2	1	0	3	1	0
34-02 Bengough - Jct Hwy 13	4	1	0	5	1	0
35-01 U.S. Border - Oungre	1	1	0	2	1	0
35-02 Oungre - Colgate	5	2	0	7	2	0
35-03 Colgate - Weyburn	11	0	0	11	0	0
35-04 Weyburn - Francis	8	2	0	10	3	0
35-05 Jct Hwy 33 - Jct Hwy 48	3	1	0	4	1	0
35-06 Jct Hwy 48 - Qu'Appelle	0	0	0	0	0	0
35-07 Qu'Appelle - Jct Hwy 10	2	1	0	3	1	0
35-08 Fort Qu'Appelle - Lipton	2	2	1	5	7	3

Section 12

1983 Traffic Accident Statistics By Highway Control Section

Highway · Control Section		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
35-09	Lipton - Leross	9	3	0	12	5	0
35-10	Leross - Elfros	7	0	0	7	0	0
35-11	Elfros - Wadena	2	2	0	4	8	0
35-12	Wadena - Jct Hwy 49	4	0	0	4	0	0
35-13	Jct Hwy 49 - Jct Hwy 349	8	4	0	12	9	0
35-14	Jct Hwy 349 - Tisdale	10	3	0	13	3	0
35-15	Tisdale - Jct Hwy 335	5	1	0	6	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	18	5	0	23	6	0
35-17	Jct Hwy 55 - Torch River	1	1	0	2	1	0
36-01	U.S. Border - W Jct Hwy 18	5	2	0	7	3	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	5	0	0	5	0	0
36-03	E Jct Hwy 13 - Jct Hwy 2	7	1	0	8	1	0
37-01	U.S. Border - Climax	1	0	0	1	0	0
37-02	Climax - Shaunavon	8	0	0	8	0	0
37-03	Shaunavon - Gull Lake	3	0	1	4	2	1
38-01	Kelvington - Perigord	5	2	0	7	2	0
38-02	Perigord - Chelan	6	1	0	7	1	0
38-05	Kuroki - Kelvington	3	3	0	6	10	0
39-01	U.S. Border - Bienfait	8	2	0	10	3	0
39-02	Bienfait - Estevan	8	4	1	13	6	1
39-03	Estevan - Midale	9	4	0	13	7	0
39-04	Midale - Weyburn	15	4	1	20	15	2
39-05	Weyburn - Yellow Grass	3	0	0	3	0	0
39-06	Yellow Grass - Corinne	10	4	0	14	8	0
39-07	Corinne - Pitman	2	1	0	3	1	0
39-08	Pitman - Jct Hwy 1	4	1	0	5	1	0
40-01	Jct Hwy 3 - Blaine Lake	8	1	0	9	1	0
40-02	Blaine Lake - Hafford	2	1	0	3	1	0
40-03	Hafford - North Battleford	8	2	2	12	4	2
40-04	Battleford - E Jct Hwy 21	18	6	0	24	11	0
40-05	E Jct Hwy 21 - Neilburg	9	1	0	10	1	0
40-06	Neilburg - Alberta Border	3	3	0	6	5	0
41-03	Wakaw - Aberdeen	9	3	0	12	4	0
41-04	Aberdeen - Jct Hwy 41	7	2	0	9	2	0
42-01	Tuxford - Keeler	3	0	0	3	0	0
42-02	Keeler - E Jct Hwy 19	2	1	1	4	4	1
42-03	E Jct Hwy 19 - Diefenbaker Lake	1	0	0	1	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	2	1	0	3	1	0
42-05	Jct Hwy 342 - Milden	8	3	0	11	4	0
43-01	Jct Hwy 2 - Gravelbourg	5	0	0	5	0	0
43-02	Gravelbourg - S Jct Hwy 19	2	1	0	3	1	0
43-03	S Jct Hwy 19 - Jct Hwy 4	8	0	0	8	0	0
44-02	Davidson - Loreburn	2	4	0	6	6	0
44-03	N Jct Hwy 19 - Jct Hwy 45	1	0	0	1	0	0
44-04	Jct Hwy 45 - Dinsmore	2	2	0	4	2	0
44-05	Jct Hwy 42 - Jct Hwy 4	2	0	0	2	0	0
44-06	S Jct Hwy 4 - Eston	6	1	1	8	1	2
44-07	Eston - Glidden	2	1	0	3	1	0
44-08	Glidden - Mantario	4	1	0	5	2	0
44-09	Mantario - Alsask	2	1	0	3	2	0
45-01	Lucky Lake - Birsay	0	0	0	0	0	0
45-02	Birsay - Jct Hwy 44	1	0	0	1	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	3	1	0	4	1	0
45-04	W Jct Hwy 15 - Delisle	5	0	0	5	0	0
47-01	U.S. Border - Estevan	11	1	0	12	1	0
47-02	Estevan - Stoughton	30	2	0	32	4	0
47-03	Stoughton - Jct Hwy 48	11	2	0	13	2	0
47-04	Jct Hwy 48 - W Jct Hwy 1	2	0	0	2	0	0
47-05	Grenfell - S Jct Hwy 22	8	0	0	8	0	0
47-06	S Jct Hwy 22 - Melville	1	0	0	1	0	0
47-07	Melville - Willowbrook	1	1	0	2	1	0
47-08	Willowbrook - Springside	3	1	0	4	2	0
47-09	Springside - Buchanan	1	1	0	2	1	0

1983 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
47-10 Buchanan - Preeceville	1	1	0	2	1	0
48-01 Manitoba Border - Fairlight	2	0	0	2	0	0
48-02 Fairlight - S Jct Hwy 9	10	3	0	13	8	0
48-03 N Jct Hwy 9 - Jct Hwy 47	11	2	0	13	5	0
48-04 Jct Hwy 47 - Jct Hwy 35	6	3	0	9	3	0
48-05 Jct Hwy 35 - White City	10	1	0	11	2	0
49-01 Manitoba Border - Pelly	4	0	0	4	0	0
49-02 Pelly - Stenen	4	0	0	4	0	0
49-03 Stenen - Okla	4	1	0	5	3	0
49-04 Okla - Kelvington	4	0	1	5	0	1
49-05 Kelvington - Jct Hwy 35	1	0	0	1	0	0
51-01 Biggar - Tramping Lake	16	0	0	16	0	0
51-02 Tramping Lake - Kerrobert	6	0	1	7	0	1
51-03 Kerrobert - Major	4	1	0	5	1	0
51-04 Major - Alberta Border	5	0	0	5	0	0
52-01 Yorkton - Willowbrook	5	0	0	5	0	0
52-02 Willowbrook - Jct Hwy 15	7	0	0	7	0	0
54-01 Jct Hwy 11 - Regina Beach	7	1	0	8	1	0
55-05 Jct Hwy 123 - Nipawin	7	1	0	8	1	0
55-06 Nipawin - White Fox	10	1	0	11	1	0
55-07 White Fox - Smeaton	9	5	1	15	13	1
55-08 Smeaton - Meath Park	10	1	0	11	1	0
55-09 Meath Park - Prince Albert	17	3	1	21	4	3
55-10 Shellbrook - Debden	11	4	1	16	7	3
55-11 Debden - Big River	2	3	1	6	6	1
55-12 Big River - Jct Hwy 124	5	2	0	7	3	0
55-13 Jct Hwy 124 - Green Lake	5	2	0	7	3	0
55-14 Green Lake - Meadow Lake	14	2	1	17	3	1
55-15 Meadow Lake - S Jct Hwy 26	13	1	1	15	3	1
55-16 Peerless - Alberta Border	13	1	0	14	1	0
56-01 Indian Head - Katepwa Lake	4	0	0	4	0	0
56-02 Katepwa Lake - Fort Qu'Appelle	10	6	0	16	8	0
56-03 Fort Qu'Appelle - Echo Valley	8	2	0	10	3	0
57-01 Manitoba Border - Jct Hwy 5	6	0	0	6	0	0
58-01 Jct Hwy 18 - Lafleche	5	1	0	6	1	0
58-02 Lafleche - Gravelbourg	6	1	0	7	2	0
58-03 Gravelbourg - Jct Hwy 363	3	1	0	4	1	0
60-01 Pike Lake - Saskatoon	8	3	0	11	3	0
80-01 Esterhazy - Churchbridge	7	1	0	8	1	0
99-10 Jct Hwy 6 - Craven	0	0	0	0	0	0
101-01 Jct Hwy 155 - Cole Bay	7	1	0	8	1	0
102-01 Otter Lake - Island Lake Creek	4	1	1	6	8	1
102-02 Island Lake Creek - Waddy River	3	2	0	5	4	0
102-03 Waddy River - Southend	5	0	0	5	0	0
104-01 Jct Hwy 4 - Cole Bay	11	2	0	13	3	0
105-01 Jct Hwy 102 - Davin Lake	1	1	0	2	2	0
105-02 Atwater Lk Acc. - Courtney Lk Acc.	3	1	0	4	1	0
105-03 Courtney Lake - Rabbit Lake	4	0	0	4	0	0
106-01 Smeaton - Jct Hwy 120	4	2	0	6	2	0
106-02 Jct Hwy 120 - Jct Hwy 165	7	2	0	9	2	0
106-03 Jct Hwy 165 - Deschambault Lake	11	3	0	14	8	0
106-04 Deschambault Lake - Jct Hwy 135	3	0	0	3	0	0
106-05 Jct Hwy 135 - Flin Flon	4	1	0	5	1	0
120-01 Meath Park - Candle Lake	8	0	0	8	0	0
120-02 Candle Lake - Lower Fishing Lake	9	3	0	12	4	0
123-01 Jct Hwy 163 - Kennedy Creek	11	3	0	14	4	0
123-02 Kennedy Creek - Cumberland Hse.	7	2	0	9	4	0
124-01 Jct Hwy 55 - Dore Lake	5	1	0	6	2	0
135-01 Jct Hwy 106 - Pelican Narrows	13	3	0	16	4	0
135-02 Pelican Narrows - Sandy Bay	8	1	0	9	3	0
155-01 Green Lake - Jct Hwy 101	20	3	0	23	4	0
155-02 Jct Hwy 101 - Buffalo Narrows	13	4	0	17	13	0
155-03 Buffalo Narrows - La Loche	16	4	0	20	4	0

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1983 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
155-04 La Loche - Cluff Lake	6	0	0	6	0	0
163-01 Jct Hwy 9 - Shoal Lake	2	2	0	4	4	0
163-02 Shoal Lake - Red Earth	8	2	0	10	2	0
163-03 Red Earth - Jct Hwy 123	4	1	0	5	3	0
165-01 Jct Hwy 106 - Jct Hwy 2	0	0	0	0	0	0
167-01 Sturgeon Weir Riv. - Denare Beach	2	0	0	2	0	0
167-02 Denare Beach - Creighton	7	6	0	13	8	0
169-01 S Jct Hwy 2 - N Jct Hwy 2	6	2	0	8	3	0
201-01 Broadview - Jct Hwy 247	5	2	0	7	2	0
202-01 Tuxford - Buffalo Pound Lake	2	0	0	2	0	0
204-01 Battlefords Provincial Park	2	0	0	2	0	0
209-01 Jct Hwy 9 - Kenosee Lake	1	1	0	2	1	0
210-01 Fort Qu'Appelle - Echo Valley	8	2	0	10	2	0
210-02 Echo Valley - Jct Hwy 10	1	2	0	3	2	0
211-01 Dundurn - Blackstrap Lake	0	0	0	0	0	0
212-01 Duck Lake - Saskatchewan River	3	1	0	4	9	0
219-01 Danielson Provincial Park	0	0	0	0	0	0
219-02 Jct Hwy 44 - Jct Hwy 15	1	0	0	1	0	0
219-03 Jct Hwy 15 - White Cap I.R.	15	1	0	16	1	0
219-04 White Cap I.R. - Saskatoon	14	1	1	16	2	1
220-01 Bulyea - Rowan's Ravine	1	0	0	1	0	0
224-01 Jct Hwy 4 - Goodsoil	6	1	0	7	1	0
225-01 Jct Hwy 2 - Jct Hwy 312	4	1	0	5	1	0
229-01 Jct Hwy 9 - Good Spirit Lake	2	0	0	2	0	0
229-02 Good Spirit Prov. Park - Jct Hwy 47	1	0	0	1	0	0
240-01 Jct Hwy 55 - P.A. National Park	4	1	0	5	2	0
247-01 Jct Hwy 9 - Jct Hwy 47	5	1	0	6	2	0
255-01 Jct Hwy 55 - Tobin Lake	2	3	0	5	5	0
261-01 Sask. Landing - Jct Hwy 4	0	0	0	0	0	0
261-02 Sk. Landing Prov. Prk (Jct Hwy 4 W)	0	0	0	0	0	0
263-01 Jct Hwy 2 - Prince Albert Park	6	2	1	9	8	1
264-01 Jct Hwy 2 - Prince Albert Park	1	0	0	1	0	0
271-01 Maple Creek - Cypress Hills	2	0	0	2	0	0
271-02 Jct Hwy 271-01 - Fort Walsh	1	0	0	1	0	0
301-01 Jct Hwy 1 - Jct Hwy 202	2	0	0	2	0	0
302-01 South Sask. River - Prince Albert	3	3	0	6	3	0
303-01 Turtleford - Jct Hwy 21	10	0	0	10	0	0
304-01 Jct Hwy 4 - Jct Hwy 26	7	2	0	9	5	0
305-01 Warman - Jct Hwy 12	2	2	0	4	7	0
305-02 Jct Hwy 12 - Langham	1	0	0	1	0	0
306-01 Jct Hwy 35 - Riceton	0	0	0	0	0	0
306-02 Riceton - Jct Hwy 6	2	0	0	2	0	0
307-01 Jct Hwy 7 - Smiley	2	1	0	3	2	0
307-02 Smiley - Jct Hwy 21	2	0	0	2	0	0
308-01 Manitoba Border - Jct Hwy 8	3	0	0	3	0	0
309-01 Ebenezer - Rhein	3	1	0	4	2	0
310-01 Balcarres - Ituna	4	1	0	5	2	0
310-02 Lebret - Jct Hwy 10	3	1	0	4	1	0
310-03 Jct Hwy 52 - Foam Lake	3	0	0	3	0	0
310-04 Foam Lake - Kuroki	2	1	0	3	6	0
312-01 Wakaw - Rosthern	5	3	0	8	8	0
312-02 Rosthern - Jct Hwy 12	3	3	1	7	5	1
318-01 Carnduff - Alida	3	0	0	3	0	0
320-01 Jct Hwy 20 - Domremy	1	0	0	1	0	0
321-01 Liebenthal - Alberta Border	4	3	0	7	5	0
322-01 Jct Hwy 20 - Jct Hwy 220	6	1	0	7	1	0
324-01 Jct Hwy 378 - Mayfair	0	0	0	0	0	0
332-01 Jct Hwy 32 - Hazlet	6	0	0	6	0	0
334-01 Jct Hwy 13 - Avonlea	5	0	0	5	0	0
334-02 Avonlea - Corinne	2	0	0	2	0	0
335-01 Jct Hwy 23 - Jct Hwy 35	7	2	0	9	2	0
335-02 Jct Hwy 35 - Gronlid	1	1	0	2	5	0
339-01 Avonlea — Jct Hwy 39	7	1	0	8	1	0

1983 Traffic Accident Statistics By Highway Control Section

Highway - Control Section	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
340-01 Radisson - Hafford	5	1	0	6	1	0
342-01 Jct Hwy 42 - Beechy	0	1	0	1	3	0
342-02 Beechy - Clearwater Lake	7	0	0	7	0	0
342-03 Clearwater Lake - Jct Hwy 4	1	1	0	2	1	0
343-01 Jct Hwy 4 - Simmie	3	0	1	4	1	1
349-01 Jct Hwy 35 - Naicam	3	1	0	4	3	0
350-01 U.S. Border - Jct Hwy 18	3	1	0	4	2	0
354-01 Bethune - Dilke	5	0	0	5	0	0
355-01 Meath Park - Spruce Home	1	0	0	1	0	0
355-02 Spruce Home - 11 km west	1	0	0	1	0	0
357-01 Togo - Jct Hwy 8	2	0	0	2	0	0
358-01 Wood Mountain - Limerick	6	0	0	6	0	0
361-01 Lampman Grid - Jct Hwy 47	7	2	0	9	2	0
363-01 Moose Jaw - Courval	5	1	0	6	2	0
363-02 Courval - Hodgeville	4	0	0	4	0	0
363-03 Hodgeville - Jct Hwy 4	9	1	0	10	1	0
364-01 Balgonie - Edgeley	6	2	0	8	3	0
365-01 Watrous - Plunkett	2	2	0	4	2	0
367-01 Eyebrow - Jct Hwy 19	2	0	0	2	0	0
368-01 Muenster - St. Brieux	7	0	0	7	0	0
368-02 St. Brieux - Beatty	3	1	0	4	1	0
369-01 Jct Hwy 10 - Togo	0	0	0	0	0	0
371-01 Fox Valley - Alberta Border	1	1	0	2	1	0
373-01 Jct Hwy 42 - Birsay	0	0	0	0	0	0
376-01 Jct Hwy 14 - Arelee	3	0	0	3	0	0
376-02 Arelee - Sonningdale	2	1	0	3	2	0
376-03 Sonningdale - Maymont	0	0	0	0	0	0
376-04 Maymont - Jct Hwy 40	0	0	0	0	0	0
376-05 Jct Hwy 40 - Jct Hwy 324	1	0	0	1	0	0
377-01 Radville - Ceylon	0	1	0	1	3	0
378-01 Jct Hwy 4 - Rabbit Lake	6	2	0	8	3	0
378-02 Rabbit Lake - Spiritwood	6	0	0	6	0	0
379-01 McMahon - Wymark	1	1	0	2	1	0
381-01 MacNutt - Jct Hwy 8	3	0	0	3	0	0
397-01 Allan - Elstow	2	0	0	2	0	0
Other*	104	25	2	131	46	2
Total	**4,358**	**1,113**	**90**	**5,561**	**1,967**	**126**

* Includes industrial access roads, northern tributaries, stub-connectors, service roads and not stated control sections.

Different levels of accident aggregation are necessary for a meaningful understanding of accidents and the development of suitable countermeasures. It is most important to know where accidents are happening, as well as when, how and to whom. These sections of the report group accidents in a way that various jurisdictions can review their accident frequency. The next level breakdown that T.A.I.S. provides is the exact location detailed listings. This data is not published in this report but is sent out to each individual jurisdiction for their own use in accident studies.

Provincial highway accidents are summarized by control sections. These sections are permanent unit lengths of highway described by reference points such as junctions, urban limits or other geographical locations. The lengths of these sections are available from the Official Highway Map published by the Department of Highways and Transportation.

Saskatchewan Department of Highways and Transportation use these data and other associated analysis to develop an annual program for the provincial highway system. Studies of specific locations are valuable for the design of countermeasures at accident prone locations.

In 1983, 5,561 accidents occurred on provincial highways. This is a 7.4% reduction from 1982 and represents 14.0% of the total accidents in Saskatchewan.

Section 12

1983 Traffic Accident Statistics By Urban Centre and Severity

Urban Area	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
Abbey	3	0	1	4	0	1
Aberdeen	4	0	0	4	0	0
Abernethy	3	0	0	3	0	0
Air Ronge	4	1	0	5	1	0
Alameda	4	1	0	5	1	0
Alida	5	0	0	5	0	0
Allan	10	0	0	10	0	0
Alsask	6	1	0	7	2	0
Alvena	6	0	0	6	0	0
Aneroid	1	0	0	1	0	0
Annaheim	3	0	0	3	0	0
Antler	1	0	0	1	0	0
Arborfield	9	2	0	11	2	0
Archerwill	1	0	0	1	0	0
Arcola	9	0	0	9	0	0
Armley	1	0	0	1	0	0
Arran	1	0	0	1	0	0
Asquith	4	2	0	6	3	0
Assiniboia	94	7	1	102	10	1
Atwater	1	0	0	1	0	0
Avonlea	13	1	0	14	1	0
Aylesbury	3	0	0	3	0	0
Aylsham	2	0	0	2	0	0
Balcarres	9	1	0	10	1	0
Balgonie	20	4	0	24	4	0
Bapaume	1	0	0	1	0	0
Battleford	79	6	0	85	8	0
Beatty	3	0	0	3	0	0
Beauval	5	0	0	5	0	0
Beechy	8	1	0	9	1	0
Bellegarde	1	0	0	1	0	0
Bellevue	4	0	0	4	0	0
Bengough	8	1	0	9	1	0
Bethune	2	0	0	2	0	0
Bienfait	6	0	0	6	0	0
Big Beaver	3	0	0	3	0	0
Big River	17	1	0	18	1	0
Biggar	72	5	0	77	7	0
Birch Hills	23	0	0	23	0	0
Birds Point	1	0	0	1	0	0
Bjorkdale	9	0	0	9	0	0
Bladworth	3	0	0	3	0	0
Blaine Lake	15	2	0	17	7	0
Borden	3	0	0	3	0	0
Bradwell	1	0	0	1	0	0
Bredenbury	8	2	0	10	2	0
Briercrest	0	1	0	1	1	0
Broadacres	0	1	0	1	1	0
Broadview	20	3	0	23	5	0
Brock	2	0	0	2	0	0
Broderick	1	0	0	1	0	0
Bruno	16	0	0	16	0	0
Buchanan	5	0	0	5	0	0
Buena Vista	5	0	0	5	0	0
Buffalo Narrows	19	1	0	20	3	0
Bulyea	1	0	0	1	0	0
Burr	1	0	0	1	0	0
Burstall	14	1	0	15	4	0
Bushell Park	1	0	0	1	0	0
Cabri	12	1	0	13	1	0
Cadillac	7	0	0	7	0	0
Calder	3	0	0	3	0	0
Candiac	1	0	0	1	0	0

1983 Traffic Accident Statistics By Highway Control Section

Urban Area	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
Candle Lake	9	4	0	13	5	0
Cando	1	0	0	1	0	0
Canoe Narrows	1	0	0	1	0	0
Canora	51	0	0	51	0	0
Canwood	5	0	0	5	0	0
Carievale	2	0	0	2	0	0
Carlyle	41	4	0	45	5	0
Carmel	2	0	0	2	0	0
Carnduff	26	2	0	28	2	0
Carrot River	25	0	0	25	0	0
Central Butte	12	0	0	12	0	0
Ceylon	3	0	0	3	0	0
Chamberlain	9	0	0	9	0	0
Chaplin	4	1	0	5	1	0
Chelan	3	0	0	3	0	0
Chitek Lake	5	0	1	6	0	1
Choiceland	12	1	0	13	1	0
Christopher Lake	1	0	0	1	0	0
Churchbridge	18	2	0	20	3	0
Clair	3	0	0	3	0	0
Clavet	2	1	0	3	1	0
Climax	5	0	0	5	0	0
Cochin	7	0	0	7	0	0
Coderre	1	0	0	1	0	0
Codette	3	0	0	3	0	0
Cole Bay	0	1	0	1	1	0
Coleville	7	0	0	7	0	0
Colonsay	10	0	0	10	0	0
Conquest	1	0	0	1	0	0
Coronach	16	2	0	18	2	0
Craik	8	0	0	8	0	0
Crane Valley	2	0	0	2	0	0
Creelman	5	0	0	5	0	0
Creighton	28	6	0	34	6	0
Crutwell	1	0	0	1	0	0
Cudworth	16	3	0	19	6	0
Cumberland House	4	1	0	5	1	0
Cupar	7	1	0	8	1	0
Cut Knife	9	0	0	9	0	0
Dalmeny	5	0	0	5	0	0
Dana	1	0	0	1	0	0
Danbury	1	0	0	1	0	0
Davidson	44	1	1	46	7	1
Debden	15	0	0	15	0	0
Delisle	26	2	0	28	2	0
Delmas	1	0	0	1	0	0
Demaine	3	0	0	3	0	0
Denare Beach	5	1	0	6	2	0
Denzil	4	0	0	4	0	0
Deschambault Lake	3	1	0	4	1	0
Dilke	1	1	0	2	1	0
Dinsmore	8	0	0	8	0	0
Dodsland	1	0	0	1	0	0
Domremy	3	0	0	3	0	0
Dorintosh	3	0	0	3	0	0
Drake	3	0	0	3	0	0
Drinkwater	1	0	0	1	0	0
Dubuc	1	0	0	1	0	0
Duck Lake	10	0	0	10	0	0
Dummer	1	0	0	1	0	0
Dunblane	1	0	0	1	0	0
Dundurn	3	2	0	5	2	0
Duval	3	0	0	3	0	0

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1983 Traffic Accident Statistics By Highway Control Section

Urban Area	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
Dysart	6	0	0	6	0	0
Earl Grey	4	0	0	4	0	0
Eastend	14	0	0	14	0	0
Eatonia	6	0	0	6	0	0
Ebenezer	1	0	0	1	0	0
Edam	5	0	0	5	0	0
Edenwold	5	1	0	6	2	0
Elbow	4	0	0	4	0	0
Elfros	3	1	0	4	1	0
Elrose	11	1	0	12	1	0
Endeavour	1	0	0	1	0	0
Englefeld	6	0	0	6	0	0
Ernfold	1	0	0	1	0	0
Esterhazy	56	6	0	62	6	0
Estevan	370	57	0	427	80	0
Eston	21	2	0	23	2	0
Evesham	3	0	0	3	0	0
Eyebrow	1	0	0	1	0	0
Fairholme	1	0	0	1	0	0
Fairy Glen	2	0	0	2	0	0
Fife Lake	2	0	0	2	0	0
Fillmore	5	1	0	6	2	0
Fiske	2	0	0	2	0	0
Flaxcombe	2	0	0	2	0	0
Flin Flon	4	1	0	5	1	0
Foam Lake	28	3	0	31	3	0
Forgan	1	0	0	1	0	0
Forget	4	0	0	4	0	0
Fort Qu'Appelle	40	7	0	47	7	0
Fosston	1	0	0	1	0	0
Fox Valley	8	1	0	9	1	0
Francis	2	0	0	2	0	0
Frenchman Butte	3	0	0	3	0	0
Frobisher	2	0	0	2	0	0
Frontier	6	0	0	6	0	0
Fulda	1	0	0	1	0	0
Gainsborough	3	0	0	3	0	0
Garrick	1	0	0	1	0	0
Glaslyn	4	0	0	4	0	0
Glenavon	6	0	0	6	0	0
Glentworth	3	1	0	4	2	0
Golden Prairie	3	1	0	4	1	0
Goodsoil	2	1	0	3	1	0
Govan	3	1	0	4	1	0
Grand Coulee	1	0	0	1	0	0
Gravelbourg	40	3	0	43	3	0
Grayson	5	0	0	5	0	0
Green Lake	8	1	0	9	1	0
Grenfell	21	2	0	23	2	0
Griffin	1	0	0	1	0	0
Gronlid	2	0	0	2	0	0
Guernsey	5	0	0	5	0	0
Gull Lake	25	1	0	26	1	0
Hafford	7	0	0	7	0	0
Hague	13	2	0	15	2	0
Hanley	7	0	0	7	0	0
Harris	3	0	0	3	0	0
Hawarden	1	0	0	1	0	0
Hazenmore	2	0	0	2	0	0
Hazlet	0	1	0	1	1	0
Henribourg	3	0	0	3	0	0
Hepburn	2	0	0	2	0	0
Herbert	11	0	0	11	0	0

1983 Traffic Accident Statistics By Highway Control Section

Urban Area	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
Herschel	3	0	0	3	0	0
Hodgeville	7	0	0	7	0	0
Holbein	1	0	0	1	0	0
Holdfast	5	0	0	5	0	0
Hubbard	1	0	0	1	0	0
Hudson Bay	46	5	0	51	10	0
Humboldt	138	7	0	145	7	0
Hyas	2	0	0	2	0	0
Ile A La Crosse	5	2	0	7	6	0
Imperial	8	0	0	8	0	0
Indian Head	29	6	0	35	7	0
Invermay	8	0	0	8	0	0
Isham	1	0	0	1	0	0
Ituna	22	1	0	23	1	0
Jan Bay	2	0	0	2	0	0
Jansen	2	0	0	2	0	0
Kamsack	51	2	0	53	2	0
Katepwa Beach	3	0	0	3	0	0
Kayville	1	0	0	1	0	0
Keeler	1	0	0	1	0	0
Kelliher	10	0	0	10	0	0
Kelvington	24	2	0	26	2	0
Kenaston	7	0	0	7	0	0
Kendal	1	0	0	1	0	0
Kennedy	3	1	0	4	1	0
Kenosee Lake	3	0	0	3	0	0
Kerrobert	37	2	0	39	2	0
Kincaid	2	0	0	2	0	0
Kindersley	141	14	0	155	21	0
Kinistino	16	0	1	17	0	1
Kipling	18	0	0	18	0	0
Kisbey	4	0	0	4	0	0
Kronau	1	0	0	1	0	0
Krydor	1	0	0	1	0	0
Kuroki	4	0	0	4	0	0
Kyle	4	1	0	5	1	0
Kylemore	1	0	0	1	0	0
La Loche	31	6	0	37	7	0
La Ronge	47	9	1	57	13	1
Lafleche	19	0	0	19	0	0
Laird	2	2	0	4	2	0
Lake Alma	1	0	0	1	0	0
Lake Lenore	8	0	0	8	0	0
Lampman	21	0	0	21	0	0
Lancer	1	0	0	1	0	0
Landis	4	1	0	5	1	0
Lang	0	1	0	1	1	0
Langenburg	28	4	0	32	5	0
Langham	16	0	0	16	0	0
Lanigan	29	4	0	33	5	0
Lashburn	7	2	0	9	2	0
Laura	1	0	0	1	0	0
Leader	30	4	0	34	5	0
Leask	16	0	0	16	0	0
Lebret	3	0	0	3	0	0
Lemberg	6	0	0	6	0	0
Leoville	6	1	0	7	2	0
Leross	2	0	0	2	0	0
Leroy	6	2	0	8	3	0
Lestock	6	0	0	6	0	0
Liberty	1	0	0	1	0	0
Limerick	3	0	0	3	0	0
Lintlaw	6	2	0	8	2	0

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1983 Traffic Accident Statistics By Highway Control Section

Urban Area	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
Lipton	3	0	0	3	0	0
Livelong	3	0	0	3	0	0
Lloydminster	267	36	0	303	54	0
Lone Rock	1	0	0	1	0	0
Loon Lake	10	1	0	11	5	0
Love	1	0	0	1	0	0
Lucky Lake	8	1	0	9	1	0
Lumsden	16	0	0	16	0	0
Luseland	4	0	0	4	0	0
Macklin	26	1	0	27	1	0
Macnutt	1	0	0	1	0	0
Macoun	1	0	0	1	0	0
Macrorie	1	0	0	1	0	0
Maidstone	21	1	0	22	2	0
Major	1	0	0	1	0	0
Makwa	1	0	0	1	0	0
Manitou Beach	6	2	0	8	2	0
Mankota	9	2	0	11	3	0
Manor	11	1	0	12	1	0
Maple Creek	45	2	0	47	2	0
Maple Grove	1	0	0	1	0	0
Marcelin	7	0	0	7	0	0
Margo	2	0	0	2	0	0
Marquis	1	0	0	1	0	0
Marsden	5	0	0	5	0	0
Marshall	4	0	0	4	0	0
Martensville	11	2	0	13	2	0
Maryfield	10	1	0	11	1	0
Mayfair	3	0	0	3	0	0
Maymont	4	0	0	4	0	0
Mazenod	1	0	0	1	0	0
McCord	2	0	0	2	0	0
McLean	3	0	0	3	0	0
McPhee Lake	1	0	0	1	0	0
McTaggart	1	0	0	1	0	0
Meacham	3	0	0	3	0	0
Meadow Lake	117	11	0	128	16	0
Meath Park	2	0	0	2	0	0
Medstead	4	1	0	5	1	0
Melfort	159	10	0	169	10	0
Melville	86	18	1	105	24	1
Mendham	1	0	0	1	0	0
Meota	3	1	0	4	1	0
Meyronne	1	0	0	1	0	0
Midale	1	0	0	1	0	0
Middle Lake	3	1	0	4	1	0
Midako	1	0	0	1	0	0
Milestone	14	0	0	14	0	0
Minton	2	0	0	2	0	0
Mont Nebo	1	0	0	1	0	0
Montmartre	6	2	0	8	2	0
Moose Jaw	1270	223	1	1494	313	1
Moosomin	72	6	0	78	7	0
Morse	6	1	0	7	2	0
Mortlach	2	0	0	2	0	0
Mossbank	5	0	0	5	0	0
Muenster	2	0	0	2	0	0
Naicam	17	2	0	19	5	0
Neilburg	9	1	0	10	1	0
Neudorf	4	0	0	4	0	0
Neville	1	0	0	1	0	0
Nipawin	173	19	0	192	26	0
Nokomis	7	2	0	9	3	0

1983 Traffic Accident Statistics By Highway Control Section

Urban Area	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
Norquay	12	0	0	12	0	0
North Battleford	655	111	1	767	152	1
North Portal	0	1	0	1	2	0
Northside	2	0	0	2	0	0
Nut Mountain	3	0	0	3	0	0
Odessa	4	1	0	5	1	0
Ogema	11	0	0	11	0	0
Osage	1	0	0	1	0	0
Osler	3	0	0	3	0	0
Outlook	56	3	0	59	4	0
Oxbow	29	2	0	31	3	0
Paddockwood	2	0	0	2	0	0
Palmer	1	0	0	1	0	0
Pangman	2	0	0	2	0	0
Paradise Hill	6	1	0	7	1	0
Parkbeg	1	0	0	1	0	0
Parkside	2	0	0	2	0	0
Patuanak	1	0	0	1	0	0
Paynton	2	0	0	2	0	0
Peerless	0	1	0	1	1	0
Pelican Narrows	1	2	0	3	2	0
Pelly	2	1	0	3	2	0
Pennant	3	0	0	3	0	0
Pense	5	0	0	5	0	0
Perdue	6	0	0	6	0	0
Pierceland	9	0	0	9	0	0
Pike Lake	1	0	0	1	0	0
Pilger	1	0	0	1	0	0
Pilot Butte	6	1	0	7	1	0
Pinehouse	1	0	0	1	0	0
Plato	1	0	0	1	0	0
Plenty	5	1	0	6	2	0
Plunkett	1	0	0	1	0	0
Ponteix	7	1	0	8	1	0
Porcupine Plain	18	1	0	19	3	0
Preeceville	21	0	0	21	0	0
Prelate	5	1	0	6	1	0
Primate	1	0	0	1	0	0
Prince Albert	841	134	20	977	165	3
Prud'homme	4	0	0	4	0	0
Punnichy	1	0	0	1	0	0
Qu'Appelle	16	1	0	17	1	0
Quill Lake	14	4	0	18	8	0
Quinton	1	0	0	1	0	0
Rabbit Lake	3	0	0	3	0	0
Radisson	4	0	0	4	0	0
Radville	12	0	0	12	0	0
Rama	2	0	0	2	0	0
Raymore	16	3	0	19	4	0
Redvers	25	0	0	25	0	0
Regina	7450	1457	13	8920	1964	14
Regina Beach	21	1	0	22	1	0
Rhein	6	0	0	6	0	0
Riceton	1	0	0	1	0	0
Richmound	3	0	0	3	0	0
Ridgedale	2	0	0	2	0	0
Riverhurst	1	0	0	1	0	0
Rocanville	12	0	0	12	0	0
Roche Percee	1	0	0	1	0	0
Rockglen	11	0	0	11	0	0
Rose Valley	9	0	0	9	0	0
Rosetown	67	11	0	78	11	0
Rosthern	22	2	0	24	2	0

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1983 Traffic Accident Statistics By Highway Control Section

Urban Area	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
Rouleau	8	0	0	8	0	0
Ruthilda	1	0	0	1	0	0
Saltcoats	6	4	0	10	4	0
Sandy Bay	5	1	0	6	1	0
Saskatchewan Beach	2	1	0	3	1	0
Saskatoon	8467	824	10	9301	1076	12
Sceptre	2	0	0	2	0	0
Scott	1	1	0	2	1	0
Scout Lake	1	0	0	1	0	0
Sedley	7	0	0	7	0	0
Semans	4	2	0	6	5	0
Shaunavon	51	2	0	53	2	0
Sheho	1	1	0	2	2	0
Shell Lake	4	0	0	4	0	0
Shellbrook	23	2	0	25	2	0
Simmie	2	0	0	2	0	0
Simpson	5	1	0	6	1	0
Sintaluta	8	0	0	8	0	0
Smeaton	2	0	0	2	0	0
Smiley	2	0	0	2	0	0
Snowden	3	0	0	3	0	0
Sonningdale	4	0	0	4	0	0
Southey	12	1	0	13	1	0
Sovereign	2	0	0	2	0	0
Spalding	6	1	0	7	1	0
Spiritwood	16	2	0	18	4	0
Springside	3	0	0	3	0	0
Spruce Home	1	0	0	1	0	0
Spruce Lake	1	0	0	1	0	0
Spy Hill	9	0	0	9	0	0
St Benedict	2	0	0	2	0	0
St Brieux	3	0	0	3	0	0
St Front	0	2	0	2	4	0
St George Hill	1	0	0	1	0	0
St Gregor	3	1	0	4	1	0
St Louis	2	0	0	2	0	0
St Walburg	11	0	0	11	0	0
Star City	8	0	0	8	0	0
Stenen	1	0	0	1	0	0
Stewart Valley	2	0	0	2	0	0
Stockholm	5	0	0	5	0	0
Stony Rapids	3	0	0	3	0	0
Stornoway	1	0	0	1	0	0
Storthoaks	3	0	0	3	0	0
Stoughton	12	3	0	15	5	0
Strasbourg	16	1	0	17	1	0
Sturgis	11	1	0	12	1	0
Sun Valley	1	0	0	1	0	0
Swift Current	571	74	0	645	97	0
Sylvania	1	0	0	1	0	0
Tantallon	3	0	0	3	0	0
Tessier	1	0	0	1	0	0
Theodore	8	0	0	8	0	0
Tisdale	113	6	0	119	6	0
Tobin Lake	1	0	0	1	0	0
Togo	3	0	0	3	0	0
Tompkins	6	0	0	6	0	0
Torquay	5	0	0	5	0	0
Tramping Lake	4	0	0	4	0	0
Tugaske	2	0	0	2	0	0
Turnor Lake	1	0	0	1	0	0
Turtleford	11	1	0	12	1	0
Tuxford	1	0	0	1	0	0

1983 Traffic Accident Statistics By Highway Control Section

Urban Area	Accidents				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
Unity	53	3	0	56	3	0
Uranium City	8	2	0	10	3	0
Val Marie	8	1	0	9	2	0
Vanguard	10	0	0	10	0	0
Vanscoy	3	0	0	3	0	0
Veregin	3	0	0	3	0	0
Vibank	3	0	0	3	0	0
Viceroy	1	0	0	1	0	0
Viscount	4	0	0	4	0	0
Vonda	3	0	0	3	0	0
Wadena	38	2	0	40	3	0
Wakaw	18	3	0	21	3	0
Waldeck	1	0	0	1	0	0
Waldheim	3	0	0	3	0	0
Wapella	11	0	0	11	0	0
Warman	32	3	0	35	3	0
Waseca	1	0	0	1	0	0
Waskesiu	4	0	0	4	0	0
Watrous	37	1	0	38	1	0
Watson	10	1	0	11	1	0
Wawota	14	1	0	15	1	0
Webb	1	0	0	1	0	0
Wee-Too Beach	1	0	0	1	0	0
Weekes	1	0	0	1	0	0
Weldon	1	0	0	1	0	0
Welwyn	1	0	0	1	0	0
Weyakwin	3	0	0	3	0	0
Weyburn	261	39	1	301	51	1
White Bear	2	1	0	3	1	0
White City	2	0	0	2	0	0
White Fox	10	2	0	12	2	0
Whitewood	17	1	0	18	2	0
Whitkow	1	0	0	1	0	0
Wilcox	6	1	0	7	1	0
Wilkie	35	7	0	42	8	0
Willmar	1	0	0	1	0	0
Willow Bunch	9	0	0	9	0	0
Windthorst	7	1	0	8	1	0
Wiseton	1	0	0	1	0	0
Wishart	6	0	0	6	0	0
Wolseley	25	6	0	31	8	0
Wood Mountain	2	0	0	2	0	0
Wynyard	55	6	0	61	6	0
Yellow Creek	3	0	0	3	0	0
Yellow Grass	4	2	0	6	2	0
Yorkton	508	73	0	581	114	0
Young	6	0	0	6	0	0
Zealandia	1	0	0	1	0	0
Zenon Park	8	0	0	8	0	0
Total	**25450**	**3436**	**35**	**28921**	**4597**	**38**

Listing of accidents by urban location is a feature of T.A.I.S. that provides a direct service to urban municipalities. This is the 5th year that this data is available. All reported accidents which occurred within the urban limits are shown.

This system has a further feature that lists the details of all reported accidents of each town and city by location, such as specific intersections. This information and other summaries are provided directly to urban municipal offices and police departments.

In 1983 there were 28,921 accidents in urban areas, accounting for 72.6% of all accidents.

Section 12

1983 Traffic Accident Statistics By Rural Municipalities

Rural Municipalities		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
001	Argyle	18	1	0	19	1	0
002	Mount Pleasant	14	4	0	18	6	0
003	Enniskillen	22	4	0	26	6	0
004	Coalfields	8	2	0	10	2	0
005	Estevan	27	10	0	37	12	0
006	Cambria	7	2	0	9	3	0
007	Souris Valley	7	1	0	8	1	0
008	Lake Alma	6	1	0	7	1	0
009	Surprise Valley	4	0	0	4	0	0
010	Happy Valley	2	0	0	2	0	0
011	Hart Butte	3	5	0	8	9	0
012	Poplar Valley	7	2	0	9	4	0
017	Val Marie	8	0	0	8	0	0
018	Lone Tree	4	0	1	5	0	1
019	Frontier	2	0	0	2	0	0
031	Storthoaks	30	2	0	32	3	0
032	Reciprocity	23	1	0	24	1	0
033	Moose Creek	28	2	0	30	4	0
034	Browning	36	4	0	40	9	0
035	Benson	10	4	0	14	4	0
036	Cymri	12	1	0	13	1	0
037	Lomond	7	5	1	13	8	1
038	Laurier	9	2	0	11	3	0
039	The Gap	7	2	0	9	2	0
040	Bengough	10	4	0	14	7	0
042	Willow Bunch	17	2	0	19	3	0
043	Old Post	9	1	0	10	2	0
044	Waverly	8	3	1	12	11	1
045	Mankota	15	2	0	17	3	0
046	Glen McPherson	5	0	0	5	0	0
049	White Valley	16	2	0	18	2	0
051	Reno	6	1	0	7	1	0
061	Antler	28	3	0	31	5	0
063	Moose Mountain	20	5	0	25	10	0
064	Brock	15	2	0	17	2	0
065	Tecumseh	17	4	0	21	5	0
066	Griffin	11	2	0	13	2	0
067	Weyburn	11	2	0	13	3	0
068	Brokenshell	11	1	0	12	3	0
069	Norton	7	1	0	8	1	0
070	Key West	5	2	0	7	4	0
071	Excel	5	3	0	8	4	0
072	Lake of the Rivers	11	4	0	15	6	0
073	Stonehenge	7	1	0	8	1	0
074	Wood River	9	0	0	9	0	0
075	Pinto Creek	6	1	0	7	1	0
076	Auvergne	6	2	0	8	3	0
077	Wise Creek	4	0	0	4	0	0
078	Grassy Creek	5	2	0	7	2	0
079	Arlington	5	0	0	5	0	0
091	Maryfield	13	5	0	18	12	0
092	Walpole	8	3	0	11	6	0
093	Wawken	15	4	0	19	9	0
094	Hazelwood	6	0	0	6	0	0
095	Golden West	7	1	1	9	3	1
096	Fillmore	11	4	0	15	7	0
097	Wellington	4	4	0	8	5	0
098	Scott	5	3	1	9	3	1
099	Caledonia	6	2	0	8	2	0
100	Elmsthorpe	11	1	0	12	1	0
101	Terrell	3	4	0	7	6	0
102	Lake Johnston	5	5	0	10	5	0
103	Sutton	8	1	0	9	1	0

1983 Traffic Accident Statistics By Highway Control Section

Rural Municipalities		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
104	Gravelbourg	7	1	0	8	2	0
105	Glen Bain	10	0	0	10	0	0
106	Whiska Creek	15	3	1	19	5	1
107	Lac Pelletier	8	2	0	10	2	0
108	Bone Creek	9	2	0	11	2	0
109	Carmichael	9	2	0	11	2	0
110	Piapot	15	0	0	15	0	0
111	Maple Creek	26	2	0	28	5	0
121	Moosomin	20	1	2	23	1	2
122	Martin	9	4	0	13	5	0
123	Silverwood	10	3	0	13	4	0
124	Kinglsey	14	5	2	21	11	2
125	Chester	15	6	0	21	6	0
126	Montmartre	19	3	0	22	7	0
127	Francis	17	3	0	20	3	0
128	Lajord	11	2	0	13	3	0
129	Bratt's Lake	5	1	0	6	1	0
130	Redburn	5	3	0	8	3	0
131	Baildon	9	2	0	11	4	0
132	Hillsborough	1	0	0	1	0	0
133	Rodgers	4	2	0	6	5	0
134	Shamrock	5	0	0	5	0	0
135	Lawtonia	7	4	0	11	6	0
136	Coulee	10	5	0	15	9	0
137	Swift Current	20	11	0	31	12	0
138	Webb	9	2	0	11	2	0
139	Gull Lake	9	1	1	11	2	2
141	Big Stick	1	1	1	3	1	1
142	Enterprise	9	2	0	11	3	0
151	Rocanville	29	3	0	32	4	0
152	Spy Hill	17	3	0	20	5	0
153	Willowdale	15	6	0	21	7	0
154	Elcapo	14	2	0	16	2	0
155	Wolseley	15	3	0	18	3	0
156	Indian Head	12	6	0	18	11	0
157	South Qu'Appelle	15	1	0	16	1	0
158	Edenwold	18	13	0	31	22	0
159	Sherwood	45	23	0	68	38	0
160	Pense	9	2	0	11	2	0
161	Moose Jaw	15	6	1	22	8	1
162	Caron	3	2	0	5	4	0
163	Wheatlands	5	0	1	6	0	1
164	Chaplin	11	1	0	12	1	0
165	Morse	14	3	1	18	4	1
166	Excelsior	22	1	0	23	1	0
167	Saskatchewan Landing	8	3	1	12	3	2
168	Riverside	10	3	1	14	6	1
169	Pittville	12	0	0	12	0	0
171	Fox Valley	11	0	0	11	0	0
181	Langenburg	14	4	0	18	5	0
183	Fertile Belt	34	12	0	46	14	0
184	Grayson	24	3	0	27	3	0
185	McLeod	13	1	0	14	1	0
186	Abernethy	10	3	0	13	3	0
187	North Qu'Appelle	20	6	0	26	17	0
189	Lumsden	21	11	1	33	25	1
190	Dufferin	16	6	0	22	7	0
191	Marquis	9	7	0	16	11	0
193	Eyebrow	7	1	0	8	1	0
194	Enfield	9	2	1	12	2	2
211	Churchbridge	10	1	0	11	2	0
213	Saltcoats	11	2	0	13	3	0
214	Cana	13	1	0	14	1	0

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1983 Traffic Accident Statistics By Highway Control Section

Rural Municipalities		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
215	Stanley	4	4	0	8	4	0
216	Tullymet	6	3	1	10	9	1
217	Lipton	13	3	0	16	4	0
218	Cupar	16	4	0	20	5	0
219	Longlaketon	18	2	0	20	2	0
220	McKillop	8	1	1	10	19	2
221	Sarnia	12	1	0	13	5	0
222	Craik	9	2	0	11	3	0
223	Huron	6	1	0	7	3	0
224	Maple Bush	6	2	0	8	2	0
225	Canaan	5	3	0	8	3	0
226	Victory	5	1	0	6	1	0
228	Lacadena	9	1	1	11	1	1
229	Miry Creek	14	0	0	14	0	0
230	Clinworth	14	2	0	16	2	0
231	Happyland	12	3	0	15	6	0
232	Deer Forks	7	2	0	9	2	0
241	Calder	12	2	0	14	3	0
243	Wallace	16	3	0	19	5	0
244	Orkney	15	5	0	20	5	0
245	Garry	15	0	0	15	0	0
246	Ituna Bon Accord	9	3	0	12	3	0
247	Kellross	19	5	0	24	7	0
248	Touchwood	13	3	1	17	7	1
250	Last Mountain Valley	1	2	0	3	3	0
251	Big Arm	7	2	0	9	8	0
252	Arm River	4	7	0	11	14	0
253	Willner	5	2	0	7	3	0
254	Loreburn	3	1	0	4	1	0
255	Coteau	8	2	0	10	10	0
256	King George	5	0	0	5	0	0
257	Monet	6	6	0	12	7	0
259	Snipe Lake	11	5	0	16	6	0
260	Newcombe	6	4	0	10	7	0
261	Chesterfield	11	2	1	14	3	1
271	Cote	19	4	0	23	4	0
273	Sliding Hills	12	1	0	13	4	0
274	Good Lake	6	1	0	7	2	0
275	Insinger	11	1	0	12	1	0
276	Foam Lake	20	2	0	22	2	0
277	Emerald	10	1	0	11	2	0
278	Kutawa	7	1	0	8	3	0
279	Mount Hope	12	0	0	12	0	0
280	Wreford	2	1	0	3	1	0
281	Wood Creek	6	1	0	7	1	0
282	McCraney	12	3	0	15	7	0
283	Rosedale	10	4	1	15	7	1
284	Rudy	8	2	0	10	6	0
285	Fertile Valley	12	2	0	14	2	0
286	Milden	2	3	0	5	3	0
287	St. Andrews	11	1	0	12	1	0
288	Pleasant Valley	7	1	0	8	1	0
290	Kindersley	17	4	1	22	9	1
292	Milton	1	2	0	3	4	0
301	St. Philips	9	0	0	9	0	0
303	Keys	17	3	0	20	3	0
304	Buchanan	8	1	0	9	3	0
305	Invermay	14	4	0	18	9	0
307	Elfros	8	4	1	13	6	1
308	Big Quill	7	8	0	15	9	0
309	Prairie Rose	3	2	0	5	2	0
310	Usborne	13	2	0	15	2	0
312	Morris	17	3	1	21	8	1

1983 Traffic Accident Statistics By Highway Control Section

Rural Municipalities		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
313	Lost River	7	2	0	9	3	0
314	Dundurn	7	2	0	9	2	0
315	Montrose	9	0	0	9	0	0
316	Harris	11	3	0	14	3	0
317	Marriott	6	1	0	7	1	0
318	Mountain View	2	2	0	4	4	0
319	Winslow	16	0	0	16	0	0
320	Oakdale	9	3	0	12	3	0
321	Prairiedale	2	0	0	2	0	0
322	Antelope Park	11	2	1	14	2	1
331	Livingston	13	5	0	18	6	0
333	Clayton	15	2	0	17	2	0
334	Preeceville	29	3	0	32	7	0
335	Hazel Dell	16	4	0	20	7	0
336	Sasman	12	3	0	15	7	0
337	Lakeview	5	0	0	5	0	0
338	Lakeside	11	5	0	16	8	0
339	Leroy	19	5	2	26	9	3
340	Wolverine	20	2	0	22	3	0
341	Viscount	10	2	0	12	2	0
342	Colonsay	6	1	0	7	1	0
343	Blucher	7	5	0	12	5	0
344	Corman Park	71	27	0	98	46	0
345	Vanscoy	34	5	0	39	8	0
346	Perdue	9	1	0	10	1	0
347	Biggar	17	3	0	20	7	0
349	Grandview	6	3	0	9	4	0
350	Mariposa	11	3	0	14	4	0
351	Progress	10	2	0	12	3	0
352	Heart's Hill	16	2	0	18	4	0
366	Kelvington	8	6	0	14	12	0
367	Ponass Lake	13	3	1	17	5	1
368	Spalding	15	4	0	19	11	0
369	St. Peter	14	1	0	15	3	0
370	Humboldt	16	8	0	24	14	0
371	Bayne	17	5	1	23	8	1
372	Grant	14	1	0	15	1	0
373	Aberdeen	6	2	0	8	3	0
376	Eagle Creek	4	2	0	6	2	0
377	Glenside	7	1	0	8	1	0
378	Rosemount	2	3	1	6	5	1
379	Reford	9	3	0	12	6	0
380	Tramping Lake	4	2	0	6	5	0
381	Grass Lake	14	6	0	20	11	0
382	Eye Hill	17	5	0	22	9	0
394	Hudson Bay	24	4	0	28	5	0
395	Porcupine	21	3	0	24	7	0
397	Barrier Valley	14	4	0	18	5	0
398	Pleasantdale	17	3	0	20	3	0
399	Lake Lenore	13	2	0	15	3	0
400	Three Lakes	12	6	0	18	7	0
401	Hoodoo	13	7	0	20	9	0
402	Fish Creek	10	4	0	14	7	0
403	Rosthern	12	8	0	20	12	0
404	Laird	4	3	0	7	5	0
405	Great Bend	7	2	0	9	4	0
406	Mayfield	3	5	0	8	9	0
408	Prairie	12	2	0	14	2	0
409	Buffalo	11	4	0	15	4	0
410	Round Valley	7	2	0	9	2	0
411	Senlac	5	6	0	11	24	0
426	Bjorkdale	18	2	0	20	3	0
427	Tisdale	21	4	1	26	6	1

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1983 Traffic Accident Statistics By Highway Control Section

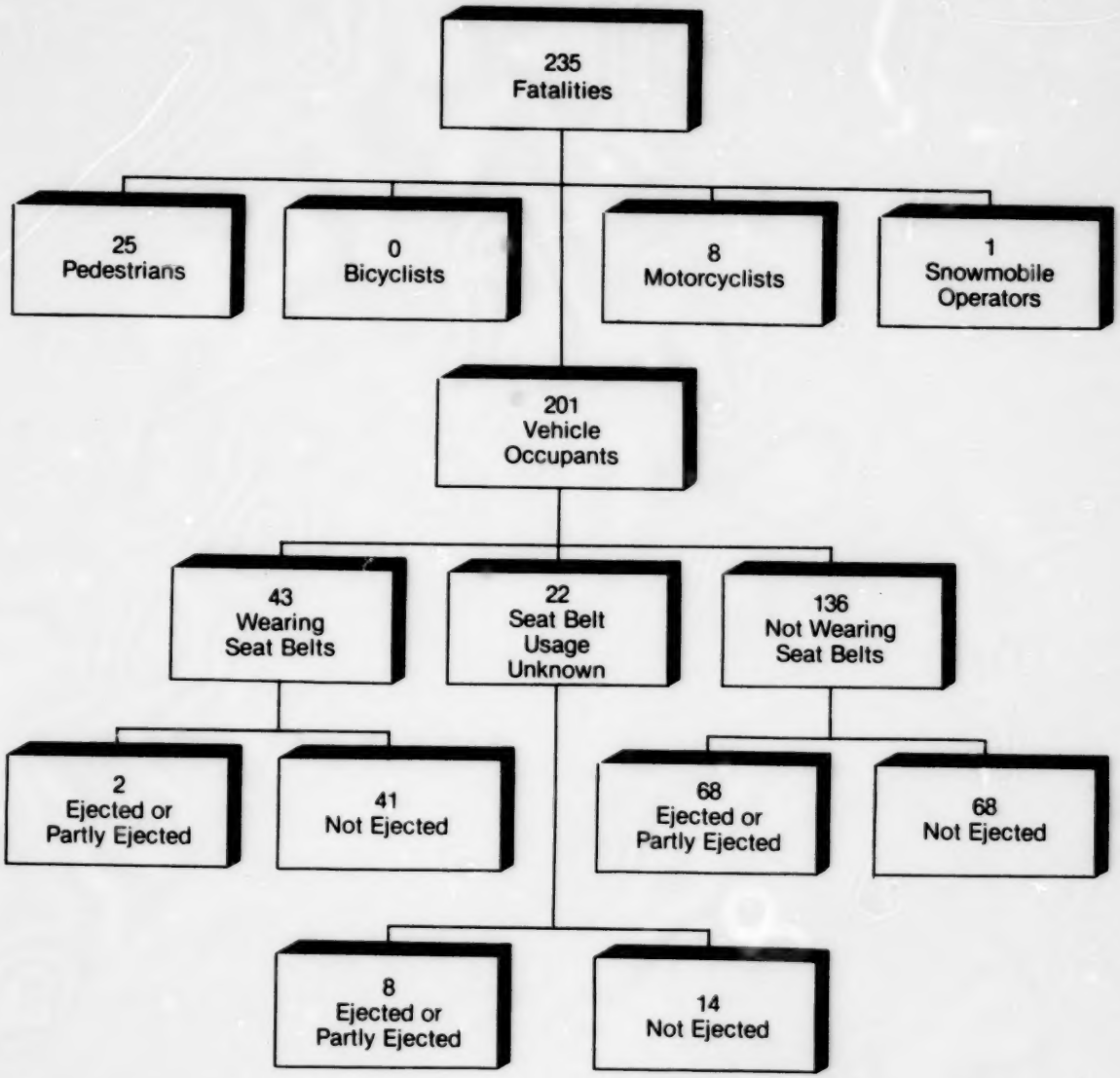
Rural Municipalities		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
428	Star City	10	6	0	16	6	0
429	Flett's Springs	19	2	0	21	2	0
430	Invergordon	12	3	0	15	3	0
431	St. Louis	11	6	1	18	14	1
434	Blaine Lake	9	3	0	12	4	0
435	Redberry	17	1	0	18	1	0
436	Douglas	8	3	1	12	3	1
437	North Battleford	15	0	0	15	0	0
438	Battle River	11	3	0	14	4	0
439	Cut Knife	8	4	0	12	7	0
440	Hillsdale	13	9	0	22	14	0
442	Manitou Lake	18	2	0	20	2	0
456	Arborfield	10	3	0	13	9	0
457	Connaught	9	0	0	9	0	0
458	Willow Creek	14	4	0	18	5	0
459	Kinistino	15	5	1	21	10	2
460	Birch Hills	10	5	0	15	6	0
461	Prince Albert	23	4	0	27	4	0
463	Duck Lake	11	1	0	12	1	0
464	Leask	14	7	0	21	18	0
466	Meeting Lake	13	2	1	16	4	1
467	Round Hill	10	0	0	10	0	0
468	Meota	15	9	0	24	10	0
469	Turtle River	15	2	0	17	2	0
470	Paynton	15	1	0	16	1	0
471	Eldon	28	9	0	37	13	0
472	Wilton	36	4	0	40	4	0
486	Moose Range	15	5	0	20	5	0
487	Nipawin	18	10	0	28	12	0
488	Torch River	29	11	1	41	15	1
490	Garden River	9	2	0	11	3	0
491	Buckland	23	4	0	27	8	0
493	Shellbrook	23	3	0	26	3	0
494	Canwood	34	6	0	40	17	0
496	Spiritwood	35	4	1	40	6	2
497	Medstead	17	1	0	18	1	0
498	Parkdale	17	4	0	21	6	0
499	Mervin	31	8	0	39	18	0
501	Frenchman Butte	37	3	1	41	7	2
502	Britannia	45	11	0	56	14	0
520	Paddockwood	13	3	1	17	5	2
521	Lakeland	15	3	0	18	4	0
529	Greenfield	19	2	0	21	6	0
555	Big River	12	3	0	15	4	0
561	Loon Lake	26	8	1	35	10	1
588	Meadow Lake	44	5	0	49	10	0
622	Beaver River	22	2	0	24	2	0
Other*		9	0	0	9	0	0
Total		**3,785**	**924**	**44**	**4,753**	**1,477**	**53**

* Rural Municipalities not stated.

With the inception of T.A.I.S., it was possible for the first time to study traffic accidents occurring on rural municipal roads. Each specific accident is identified by land location codes enabling studies of problem locations that may be accident prone. This data enables rural municipalities and the Department of Rural Development to embark on specific traffic safety programs.

In 1983, 4,753 accidents occurred on rural roads. This is a 7.8% decrease from 1982 and represents 12.0% of the total accidents in Saskatchewan.

1983 Fatalities Classification



1983 Fatal Accident Facts

— Over 70% of the fatalities were male victims — 171 male, 64 female.

— 15 pedestrians and 4 motorcyclists were killed within urban areas.

— Of the 201 vehicle occupants killed 120 were drivers, 57 passengers, and 24 remain unknown.

— 67.7% of the vehicle occupants killed were not wearing seat belts.

— 38.8% of the vehicle occupants killed were ejected from the vehicles.

For further information contact:
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Regina, Saskatchewan S4P 3V5